

APPENDIX A

PUBLIC SCOPING PROCESS

ACRONYMS, ABBREVIATIONS, AND SYMBOLS

AFB	Air Force Base
BRAC	Base Realignment and Closure
SEIS	Supplemental Environmental Impact Statement

PUBLIC INVOLVEMENT

This appendix contains a summary and overview of the public scoping process for the Supplemental Environmental Impact Statement (SEIS) prepared for the F-35 beddown at Eglin Air Force Base (AFB), Florida, to include public scoping, agency correspondence, and public comments received during the public scoping process. Also included are the monthly newsletters.

Public involvement is an integral part of developing a representative SEIS. National Environmental Policy Act requirements for public involvement are set forth in the Air Force Environmental Impact Analysis Process, Council on Environmental Quality regulations, at 32 Code of Federal Regulations Part 989. These regulations describe what the Air Force must do as a part of the public hearing and public comment process to involve the public. The entire public involvement process ensures that the SEIS has adequately addressed significant issues important to the people who will be impacted by the Air Force's decisions.

This appendix contains a copy of the *Final Eglin SEIS Public Scoping Summary Report*, which comprises the following:

Public Scoping Process

- Scoping Public Notification Process

- Scoping Meetings

- Scoping Meeting Opportunities to Comment

Synopsis of Public Comments

- Summary of the Public Scoping Meeting Comments

Federal Register Notice of Intent

Public and Government Notification

- Scoping Announcement

- Scoping Meeting Newsletter, Media Release, Public Service Announcement, and Newspaper Display Ad

1 **Scoping Meeting Materials**

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3 **Scoping Meeting Transcripts and Oral Comments**

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5 **Written Comments Received During the Public Scoping Process**

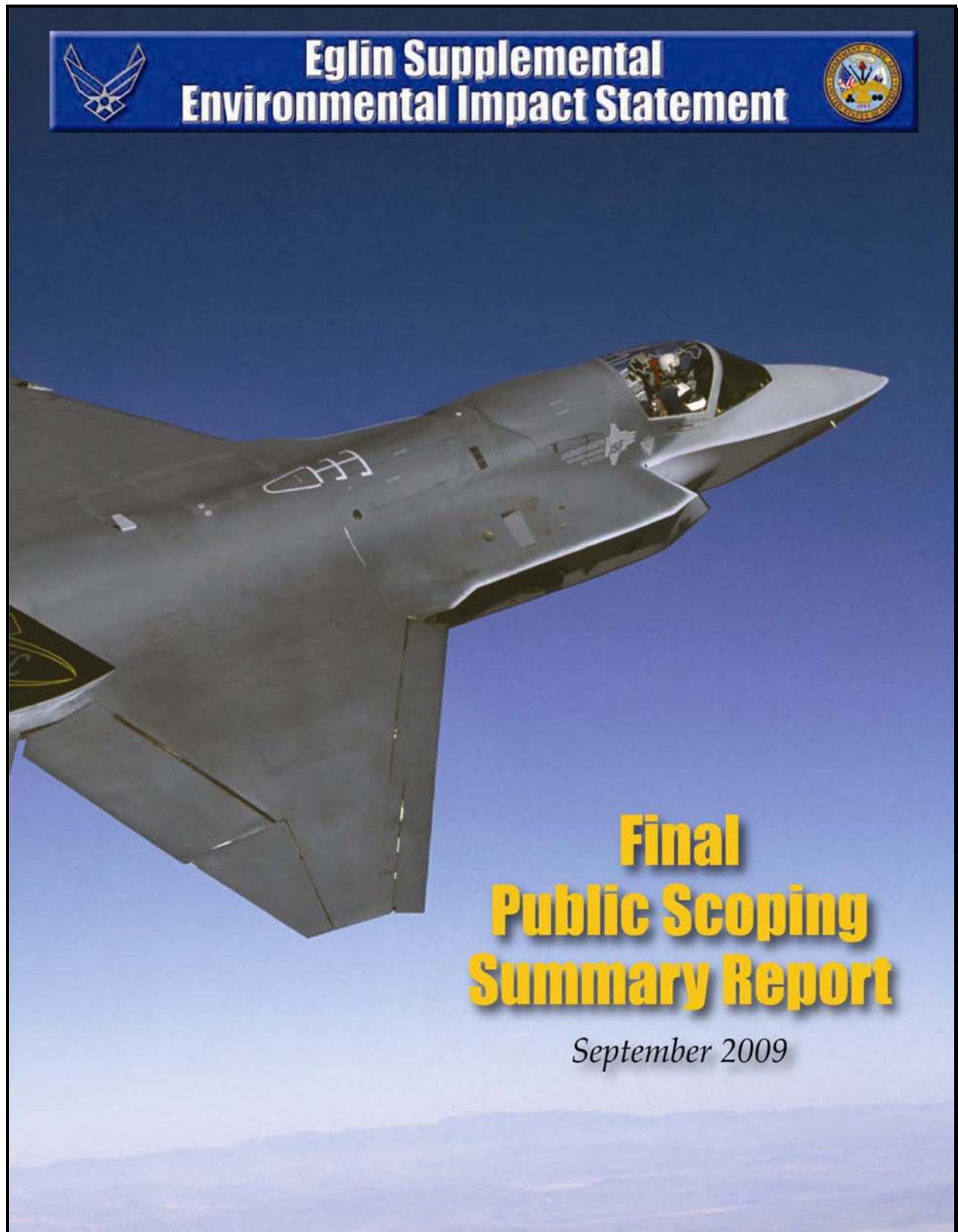
6 Following the *Final Eglin SEIS Public Scoping Summary Report* are copies of the monthly

7 newsletters.

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EGLIN BRAC SEIS PUBLIC SCOPING SUMMARY REPORT

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ACRONYMS

AFB	Air Force Base
AFI	Air Force Instruction
BRAC	Base Realignment and Closure
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
IICEP	Interagency and Intergovernmental Coordination for Environmental Planning
IJTS	Initial Joint Training Site
JSF	Joint Strike Fighter
NEPA	National Environmental Policy Act
NOI	Notice of Intent
PAA	Primary Assigned Aircraft
ROD	Record of Decision
SEIS	Supplemental Environmental Impact Statement

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Introduction

1. INTRODUCTION

The U.S. Air Force's Joint Strike Fighter (JSF) Initial Joint Training Site (IJTS) Record of Decision (ROD) was signed on 5 February 2009. The ROD implemented only a portion of the JSF IJTS Alternative 1 analyzed in the *Proposed Implementation of the 2005 Eglin Base Realignment and Closure (BRAC) Decisions and Related Actions at Eglin Air Force Base (AFB) Final Environmental Impact Statement* (the "Eglin BRAC FEIS") dated October 2008, which included the beddown of 59 F-35 Primary Assigned Aircraft (PAA), associated cantonment construction, and limited flight training operations, until a Supplemental EIS (SEIS) is completed and the Air Force decides how best to proceed. The initial basing of the JSF and beddown of 59 F-35 PAA with associated limited training operations will meet the minimum training capability required by 15 September 2011, as set forth in the BRAC decisions of 2005. The Air Force is preparing an SEIS to analyze the operational alternatives and mitigations for the full operational capability of the 59 F-35 PAA authorized to be delivered to Eglin AFB under the initial ROD, and to analyze the proposed beddown and operational alternatives for the additional 48 Air Force F-35 PAA not authorized for delivery under the initial ROD.

The SEIS has five primary purposes:

- To analyze the environmental impacts of alternative facilities to support the F-35 and pilot flight training within the Eglin Reservation in addition to the Eglin Main Base alternatives addressed in the Eglin BRAC FEIS.
- To analyze additional alternatives addressing the proposed distribution of JSF flight operations.
- To examine additional mitigations for flying the allowed 59 F-35 aircraft.
- To examine impacts and mitigations associated with bedding down up to two additional proposed Air Force Squadrons (an additional 48 Air Force F-35 aircraft).
- To examine the possibility of constructing additional runways, hangar sites, and other options.

This document represents an overview of the scoping process recently completed for the SEIS.

The Draft SEIS will be published in the spring of 2010, at which time a 45-day public review period will commence, which will include public hearings where public comment may be given verbally and/or in writing. Written comments can also be submitted via facsimile, electronic mail, and regular mail. The Final SEIS will address substantive public comments and is scheduled for publication in the fall of 2010.

Scoping is a critical first step in the Environmental Impact Analysis Process (EIAP) when an agency prepares an EIS. The EIAP is directed by the National Environmental Policy Act (NEPA) and Air Force Instruction (AFI) 32-7061 (32 Code of Federal Regulations [CFR] Part 989).

This scoping summary report describes the public involvement process for the Eglin BRAC SEIS, which includes a discussion of the public notification process, descriptions of the scoping process and scoping meetings, and a summary of the opportunities provided for public comments.

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Introduction

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The Scoping Process

Scoping Public Notification Process

2. THE SCOPING PROCESS

Public involvement is an integral part of developing a representative EIS. The Council on Environmental Quality's (CEQ) Scoping Guidance defines scoping as the "process by which lead agencies solicit input from the public and interested agencies on the nature and extent of issues and impacts to be addressed and the methods by which they will be evaluated." Scoping is defined in AFI 32-7061 as "a public process for proposing alternatives to be addressed and for identifying the significant issues related to a proposed action."

NEPA requirements for public involvement and scoping are set forth in AFI 32-7061, as promulgated by CEQ regulations at 40 CFR 1500–1508. These regulations describe what the Air Force must do as a part of the scoping process to involve the public. A Notice of Intent (NOI) to prepare an SEIS was published in the *Federal Register* on 6 August 2009.

The intent of the scoping process is to provide ample opportunity for the public and other agencies to learn about and to comment on the Proposed Action and alternatives, and to provide insight into other possible alternatives. The scoping process ensures that the SEIS will address significant issues important to the people who will be affected by the Air Force's decisions.

While this scoping report identifies potentially significant issues, this document does not announce decisions nor does it set forth policies. The scoping report summarizes the issues the Air Force received up to 17 September 2009, the end of the scoping period, as well as comments received at the scoping meetings held in August 2009.

2.1 SCOPING PUBLIC NOTIFICATION PROCESS

The Air Force pursued several avenues to notify the public of opportunities for involvement and methods to comment on the SEIS, as outlined below.

Federal Register Notice of Intent

The scoping process began with the publication in the *Federal Register* of the NOI (APPENDIX A) on 6 August 2009. The NOI announced the Air Force's intent to prepare an SEIS.

Interagency and Intergovernmental Coordination for Environmental Planning Letter and Agency Consultation

In early August 2009, the Air Force mailed an Interagency and Intergovernmental Coordination for Environmental Planning (IICEP) letter (APPENDIX B) in which the Air Force solicited written comments on the proposed SEIS and invited recipients to four public scoping meetings held near the project area. Through the letter, the Air Force also initiated consultation with potentially interested and affected agencies, requesting submittal of any relevant studies or data that might be useful in the analysis process. The following is a list of local and regional agencies that were invited to participate:

- City of Fort Walton Beach

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The Scoping Process*Scoping Public Notification Process*

- City of Niceville
- City of Shalimar
- City of Valparaiso
- Federal Emergency Management Agency, Region IV
- Florida Association of Counties
- Florida Department of Community Affairs
- Florida Department of Transportation
- Florida League of Cities
- Okaloosa County
- Okaloosa Gas District
- U.S. Environmental Protection Agency, Region IV
- U.S. Fish and Wildlife Service
- Walton County Chamber of Commerce
- Walton County Schools
- West Florida Regional Planning Council

Media

The Air Force published newspaper advertisements in local newspapers prior to the scoping meetings. The table below represents that publication schedule for the advertisements.

Bay Beacon	12 August 2009 and 19 August 2009
Navarre Press	13 August 2009 and 20 August 2009
Northwest Florida Daily News	9 August 2009 and 23 August 2009

Additionally, Eglin AFB Air Force Public Affairs personnel distributed press releases to various newspapers in the local region. APPENDIX C provides a copy of the display ad that was published in the local newspapers. It also includes the press release and the public service announcement.

Website

The Air Force developed a website to provide the interested public with the ability to find more information about the SEIS process. The website, www.eglin.af.mil, provides information about the SEIS schedule, relevant and complete documents and notifications, and maps of the planning area.

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The Scoping Process

Scoping Meetings

2.2 SCOPING MEETINGS

In August 2009, the Air Force held four public scoping meetings near Eglin AFB in facilities compliant with the Americans with Disabilities Act. Table 1 below shows the meeting times, locations, and attendance.

Table 1. Public Scoping Meetings

Date	24 August 2009	25 August 2009	26 August 2009	27 August 2009
City	Crestview	Navarre	Niceville	Valparaiso
Location	Crestview Community Center 1446 Commerce Center Crestview, FL 32539	Days Inn and Suites Conference Center 8700 Navarre Parkway Navarre, FL 32566	Northwest Florida State College 100 College Blvd., Building E Niceville, FL 32578	First Baptist Church of Valparaiso 444 Valparaiso Parkway Valparaiso, FL 32580
Meeting Time	5:30-7:30 PM	5:30-7:30 PM	5:30-7:30 PM	5:30-7:30 PM
Members of Public Attending	22	36	56	122
State/Local Government Reps.	5	3	5	8
Members of Media Attending	2	2	1	3

All four scoping meetings started at 5:30 PM with an open house where meeting attendees signed in and where Air Force resource specialists were on hand to provide information and to answer questions. Air Force representatives followed the informal open house with a formal scripted presentation (APPENDIX D), starting at approximately 6:30 PM. The presentation provided an overview of the SEIS process and the Proposed Action and Alternatives.

The Air Force provided an eight-page brochure and a series of display boards at each scoping meeting (APPENDIX E). During the informal open house and after the formal presentation, the Air Force encouraged meeting attendees to comment by submitting written comment forms or by providing oral testimonies before the on-site court reporter. Comment sheets were available to all attendees at all meetings (APPENDIX H). The court reporter officially recorded the meeting proceedings and oral public comments. APPENDIX G shows the official transcripts for all four scoping meetings.

Displays

Two 3-panel tabletop display boards and four single-panel display boards (APPENDIX E) guided meeting participants visually through the SEIS process, actions, issues, and alternatives. The two 3-panel display boards illustrated these topics:

- A summary of the NEPA
- An explanation of an SEIS
- A flowchart of the proposed SEIS process timeline

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The Scoping Process*Scoping Meetings*

- A list of the Proposed Action, proposed alternatives, and maps for each, including detailed descriptions of the BRAC-mandated JSF activities

The four single-panel display boards illustrated these topics:

- Welcome to the public scoping meeting
- A description of the SEIS purpose
- A list of possible environmental impacts
- Information about public participation

Brochure

The Air Force developed an 8-page brochure (APPENDIX E) to provide meeting participants with an overview of the Eglin BRAC SEIS process. The brochure provided the following:

- An explanation of scoping
- An overview of the SEIS process
- An invitation for public involvement
- A description of the alternatives and the locations under consideration
- An explanation of NEPA
- Why an environmental impact analysis is needed
- A description of possible environmental impacts

The Air Force distributed brochures to scoping meeting participants and the media.

2.3 SCOPING MEETING OPPORTUNITIES TO COMMENT

The Air Force provided the public with various opportunities to comment on the Air Force's Proposed Action and alternatives and issues relevant to the Eglin BRAC SEIS. The following is a comprehensive list of methods made available for commenting during the scoping process:

- Standard mail – The Air Force invited interested parties to submit comments by mail in the NOI, the HCEP letter, and in display ads in local newspapers.
- E-mail – The Air Force included an e-mail address in the newspaper advertisements and at the end of the scoping meeting briefing.
- Fax – Local newspaper display advertisements included a fax number.
- Public scoping meetings – The Air Force provided written comment forms at scoping meetings, which could be completed and submitted during or after the meetings.
- Additionally, meeting attendees were given the opportunity to submit comments orally, which were officially transcribed by a court reporter.

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The Scoping Process*Scoping Meeting Opportunities to Comment*

Government agencies and the public submitted comments to the Air Force during the scoping meetings and via mail, e-mail, and fax. APPENDIX G contains the meeting transcripts, which captures the oral comments. APPENDIX H captures the written comments. Table 2 shows an overview of the number of commenters in each format.

Table 2. Number of Commenters During the Scoping Period

Comment Format	Number of Commenters
Standard Mail/Fax	16 mail/1 fax
E-mail	19
Public Scoping Meetings	21 written/12 oral
Total	69

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The Scoping Process

Scoping Meeting Opportunities to Comment

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Synopsis of Public Comments

Summary of Public Scoping Comments by Topic Area

3. SYNOPSIS OF PUBLIC COMMENTS

3.1 SUMMARY OF PUBLIC SCOPING COMMENTS BY TOPIC AREA

The following sections represent a summary of the public comments provided to the Air Force during the initial public scoping period. These verbal and written public comments were generated by mail, e-mail, fax, and at the public scoping meetings, as described in Section 2.3.

APPENDIX G contains official transcripts of the presentation and the oral comments recorded during the scoping meetings of 24-27 August 2009. APPENDIX H contains a complete set of written comments that the Air Force received during the initial scoping period.

To capture the public concerns regarding the Eglin BRAC SEIS, the Air Force reviewed each comment letter for content. Key issues were identified, summarized, and categorized by topic (Table 3). Many comments addressed more than one issue; therefore, the number of issues is greater than the number of comments. Some individual issues were categorized under multiple topics to ensure that comments were considered for all relevant topic areas.

Table 3 shows the number of comments received per SEIS topic and is followed by summaries of scoping comments by SEIS topic. The most frequently mentioned issues pertained to the following topic areas: Socioeconomics, Noise, and Proposed Actions and Alternatives. Each topic area and a summary of comments received during the scoping period are provided in Section 3.1.1 through Section 3.1.16.

**Table 3. Comments Received During Scoping Period
by SEIS Topic Area**

SEIS Topic	Number of Comments
Airspace	5
Noise	24
Land Use	5
Socioeconomics and Environmental Justice	30
Transportation	3
Utilities	2
Air Quality	3
Health and Safety	5
Solid Waste	1
Hazardous Water and Wastes	2
Physical Resources (Soils and Water Resources)	3
Biological Resources	3
Cultural Resources	5
Cumulative Impacts	4
General Comments	16
Proposed Actions/Range of Alternatives	35

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Synopsis of Public Comments***Summary of Public Scoping Comments by Topic Area*****3.1.1 Airspace**

There were five comments received regarding airspace. There were several concerns raised about the increase in training missions and student pilots flying in the area. Some commenters questioned the use of shared airspace between the Eglin air traffic and the civilian air traffic.

3.1.2 Noise

There were 24 comments made regarding noise. Several commenters would like the noise models explained in more detail and for a longer evaluation period. It was noted that commenters felt their homes would be uninhabitable due to noise. One commenter expressed a desire to see Navy and Marine Corps versions of F-35 aircraft evaluated for noise, alongside the Air Force F-35. A few commenters would like to see noise maps in a smaller scale.

3.1.3 Land Use

There were five comments made concerning land use. One commenter suggested that until an alternative “in the middle of nowhere” on Eglin was reviewed and explained, then opponents would not believe that “all alternatives” had been considered. One commenter wanted to ensure that the land near Choctaw Field was not viewed as mostly undeveloped, rural land with no potential for being adversely impacted by the JSF program. One commenter stated the need for noise data to assist in city rezoning efforts while another commenter questioned the viability of two schools that are in the noise zone. One commenter expressed concern over the restrictions that would be placed on artificial reef building and on access to the Gulf.

3.1.4 Socioeconomics and Environmental Justice

There were 30 comments made regarding socioeconomics and environmental justice. A commenter expressed concern that when the 46th Test Wing leaves Eglin, more units may be inclined to follow, taking jobs and hindering the county’s growth. Several commenters expressed their concern about home/property values decreasing, and that living in or selling their homes, or getting financing on new homes, will become a problem. A couple of commenters questioned if there would be compensation for home loss, and one commenter requested to see cost information for soundproofing homes and businesses addressed in the SEIS. Some commenters raised the concern about a denser, lower income population. Negative impacts on the commercial airport and on the local tourism were questioned. A few commenters questioned the overall quality of life that residents will have. One commenter suggested reviewing the hospitals and churches with respect to noise insulation.

3.1.5 Transportation

There were three comments made concerning transportation. Several commenters were concerned with the increase in traffic flow. One commenter questioned if the Choctaw Alternative would speed up the process of building the “Proposed Alternate Highway 98.” One commenter would like to see the “cumulative effects analysis, required by NEPA, to show the impact of traffic in Santa Rosa County.”

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Synopsis of Public Comments***Summary of Public Scoping Comments by Topic Area*****3.1.6 Utilities**

There was one comment made regarding utilities; that commenter questioned the water resources that will be utilized.

3.1.7 Air Quality

There were two comments related to air quality during the public scoping period. The air quality for residents in areas of aircraft approaches/departures was questioned, and a concern was raised for air quality due to the increase in automobile traffic.

3.1.8 Health and Safety

There were five comments concerning health and safety. A few commenters stated concern that student pilots would put those in the area at a higher risk for damage from aircraft crashes, and one commenter questioned the capability of rescue services to respond to the greater number of incidents that will occur. One commenter mentioned concern for the safety of the children from noise exposure.

3.1.9 Solid Waste

There were two comments made regarding solid waste. A commenter questioned if the transfer stations and landfills could handle the new capacity of waste. One commenter would like to see comparisons between this project and prior Air Force projects (i.e., Military Family Housing project).

3.1.10 Hazardous Water and Wastes

There were two comments regarding hazardous water and waste. One commenter expressed concern over scattered fuel and hydrazine spills due to airplane crashes, and the other commenter stated concern for hazardous materials and hazardous waste management.

3.1.11 Physical Resources (Soils and Water Resources)

There was one comment addressing physical resources; that commenter stated concern for the local watershed due to runoff.

3.1.12 Biological Resources

There were three comments concerning biological resources. One commenter expressed concern that there would be noise cruelty to pets and wildlife. One commenter questioned the loss of woodland areas. One commenter expressed concern for the well being of the RCW.

3.1.13 Cultural Resources

There were five comments addressing cultural resources. A concern was raised for the residents of homes on the Historic Registry, and a plan regarding historic resources in Valparaiso was requested by one commenter.

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Synopsis of Public Comments***Summary of Public Scoping Comments by Topic Area*****3.1.14 Cumulative Impacts**

There were four comments concerning cumulative impacts. One commenter stated concerns over massive changes in city layout and tax revenue problems.

3.1.15 General Comments

There were a total of 16 general comments received. Several commenters expressed their support for the F-35 beddown. A few commenters were disappointed the local businesses and local officials were not more involved in the scoping process.

3.1.16 Proposed Actions/Range of Alternatives

There were 35 comments made regarding proposed actions/range of alternatives. A few commenters suggested that sharing the beddown between Alternatives, creating a new alternative, should be considered. Several commenters questioned if the Range would be able to support the proposed increase in missions. One commenter stated their concern that missions/operations data is not being reviewed far enough into the future. One commenter questioned the mix of Training and Test & Evaluation missions that will be studied in the SEIS. Several commenters suggested restrictions on runway operations, afterburner takeoffs, Simulated Flame-Out altitude climbing, formation takeoffs, and night flights. Some commenters provided suggestions on runway locations, base operations, infrastructure upgrades, and maintenance/testing. Several commenters stated their preference for the Duke Field Alternative, while some commenters stated their desire to see the program sent to Navarre. A few commenters would like to see the training syllabus and number of annual operations addressed in the SEIS. One commenter suggested a new, quieter aircraft could be developed.

During the scoping meetings, the Air Force allowed for additional comments to be provided by the public both in writing and orally at the meetings. Other comments were received via standard and electronic mail, and by fax.

APPENDIX G contains the official transcript of the presentation and oral comments recorded during the scoping meetings held 24-27 August 2009. APPENDIX H contains a complete set of written comments that the Air Force received during the scoping period.

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Eglin BRAC SEIS Public Scoping Summary Report

Summary

4. SUMMARY

A total of 249 individuals attended the scoping meetings. Of these, 8 members were from various media outlets and 21 were elected officials or state and local representatives. The Air Force received a total of 146 written and verbal comments during the scoping period. During the scoping meetings 21 people provided written comments; 12 provided verbal testimony; and several people provided informal verbal comments. The remaining written comments were submitted via standard mail, electronic mail, or fax. All recorded comments are presented in APPENDIX G (verbal/transcribed comments) or APPENDIX H (written comments).

Overall, local citizens and agencies were mostly concerned with the proposed actions/range of alternatives.

The Draft SEIS will address or consider these concerns and will be presented to the public with ample time for review before the public hearings, which are tentatively scheduled for late May 2010. At the public hearings, the public will have an opportunity to see how the Air Force addressed their concerns in the Draft SEIS. The public hearings will also provide an opportunity for the public to make statements and express their viewpoints for the public record and voice additional concerns, if necessary, for inclusions in the Final SEIS.

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Eglin BRAC SEIS Public Scoping Summary Report

Summary

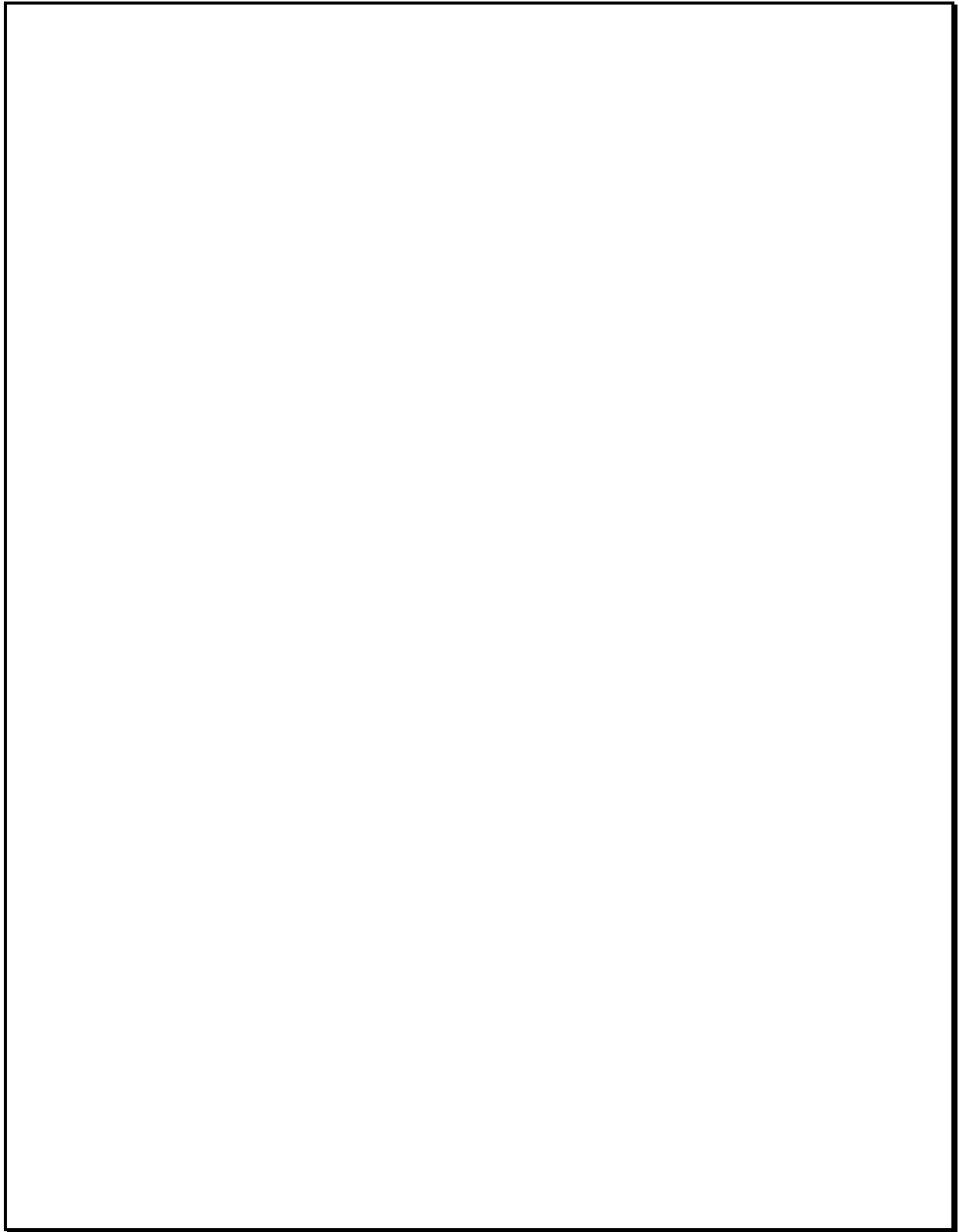
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APPENDIX A
FEDERAL REGISTER NOTICE OF INTENT



Appendix A

Federal Register Notice of Intent

Federal Register / Vol. 74, No. 150 / Thursday, August 6, 2009 / Notices

39307

SUMMARY: The Defense Policy Board Advisory Committee will meet in closed session on September 9, 2009 from 8 a.m. until 6 p.m. and on September 10, 2009 from 8 a.m. until 10:30 a.m. at the Pentagon.

The purpose of the meeting is to provide the Secretary of Defense, Deputy Secretary of Defense and Under Secretary of Defense for Policy with independent, informed advice on major matters of defense policy. The Board will hold classified discussions on national security matters.

In accordance with Section 10(d) of the Federal Advisory Committee Act, Public Law 92-463, as amended [5 U.S.C. App II (1982)], it has been determined that this meeting concerns matters listed in 5 U.S.C. 552B (c)(1)(1982), and that accordingly this meeting will be closed to the public.

FOR FURTHER INFORMATION CONTACT: Ann Hansen, (703) 571-9232.

Dated: July 30, 2009.

Patricia L. Toppings,
OSD Federal Register Liaison Officer,
Department of Defense.

[FR Doc. E9-19826 Filed 9-5-09; 8:45 am]

BILLING CODE 5001-06-P

Deauthorized on 29 March 2009 Under Section 1001(B)(2) WRDA 1986, as Amended", by deleting the Baltimore Harbor and Channels, MD & VA (50-ft Deepening) project from this list. The Baltimore Harbor and Channels, MD & VA, 50 ft Deepening project remains authorized.

Dated: July 30, 2009.

Approved by:

Patricia Rivers,
Chief, Programs Integration Division,
Directorate of Military Programs.

[FR Doc. E9-18738 Filed 9-5-09; 8:45 am]

BILLING CODE 5010-02-P

DEPARTMENT OF DEFENSE

Department of the Air Force

Notice of Intent To Prepare a Supplemental Environmental Impact Statement (SEIS) to the Final EIS for the Implementation of the Base Realignment and Closure (BRAC) 2005 Decisions and Related Actions at Eglin Air Force Base (AFB), FL

AGENCY: U.S. Air Force.

ACTION: Notice of Intent.

SUMMARY: Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 United States Code 4321, *et seq.*), the Council on Environmental Quality Regulations for implementing procedural provisions of NEPA (40 Code of Federal Regulations (CFR) Parts 1500-1508), and Air Force policy and procedures (32 CFR Part 989), the Air Force is issuing this notice to advise the public of its intent to prepare a Supplemental Environmental Impact Statement (SEIS) evaluating potential environmental impacts associated with implementation of a portion of the 2005 BRAC Commission's recommendations and related actions for Eglin AFB, FL.

The Air Force "Record of Decision, Implementation of Base Realignment and Closure (BRAC) 2005 Decisions for the Joint Strike Fighter (JSF) Initial Joint Training Site (IJTS), Eglin AFB, Florida," dated February 5, 2009, (FR Vol 74, No 34/February 23, 2009) (ROD) addressed the JSF IJTS, and resulted in a decision to implement a portion of the

Final Environmental Impact Statement (FEIS) Alternative 1, that included the beddown of 59 F-35 Primary Assigned Aircraft (PAA), associated cantonment construction, and limited flight training operations. The ROD also determined that the intent of the National Environmental Policy Act (NEPA) would be furthered by accomplishing the SEIS, the scope of which is directed by the ROD.

The Air Force goal for the SEIS is to analyze the potential beddown of the 107 F-35 PAA discussed in the FEIS (Chap. 2, *et al.*) at Eglin AFB. Additional analysis of how to beddown the 59 F-35 PAA identified in the ROD and the consequences and potential mitigations associated with the beddown of up to 48 additional F-35 aircraft are the subjects of this SEIS, which is anticipated to be completed on or about September 2010. Where the maximum supportable number of F-35 aircraft may ultimately beddown on the Eglin Reservation, how they might be operated, and the degree to which other mitigation measures are possible are all subjects to be addressed in the SEIS. The Air Force intends to analyze a range of alternatives that will, among other things, maximize the number of flight training operations able to be conducted at Eglin AFB, preserve restricted airspace at Eglin AFB to the greatest extent possible, and consider future use of Eglin AFB as a training facility for the F-35.

The temporary operational limitations imposed in the ROD on F-35 flight training activities to avoid and minimize noise impacts will remain in place until the SEIS has been completed and the Air Force has decided how best to proceed.

The Air Force will conduct scoping meetings to solicit public input and help identify issues to be addressed in the SEIS. Oral and written comments presented at the public meetings, as well as written comments received by the Air Force during this scoping period and through public comment opportunities in the SEIS process, will be considered in the preparation of the SEIS and will be made a part of the administrative record.

Scoping meetings will be held as follows:

Date	City	Location	Meeting time
August 24, 2009	Crestview	Crestview Community Center, 1446 Commerce Center, Crestview, Florida 32539.	5:30 to 7:30 p.m.
August 25, 2009	Navarre	Days Inn and Suites, Navarre Conference Center, 8700 Navarre Parkway, Navarre, Florida 32566.	5:30 to 7:30 p.m.
August 26, 2009	Niceville	Northwest Florida State College (Niceville Campus), 100 College Blvd. E, Niceville, Florida 32578.	5:30 to 7:30 p.m.

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Appendix A

Federal Register Notice of Intent

39308 Federal Register / Vol. 74, No. 150 / Thursday, August 6, 2009 / Notices

Date	City	Location	Meeting time
August 27, 2009	Valparaiso	First Baptist Church of Valparaiso Fellowship Hall, 444 Valparaiso Parkway, Valparaiso, Florida 32580.	5:30 to 7:30 p.m.

Point of Contact: Please direct any written comments or requests for information to Mr. Michael Spatts, Public Affairs, AAC/EM-PAV, Eglin AFB, FL 32542-5000 (PH: 850-882-2878; mike.spatts@eglin.af.mil). Handicap assistance and translation service at the public meetings are available in advance through Mr. Spatts.

Bao-Anh Trinh,
Air Force Federal Register Liaison Officer.
[FR Doc. E9-18814 Filed 8-5-09; 8:45 am]
BILLING CODE 5001-05-P

DEPARTMENT OF DEFENSE**Department of the Navy****Notice of Intent To Grant Exclusive Patent License; AmberWave Systems Corporation**

AGENCY: Department of the Navy, DOD.
ACTION: Notice.

SUMMARY: The Department of the Navy hereby gives notice of its intent to grant to AmberWave Systems Corporation, a revocable, nonassignable, exclusive license to practice in the field of use of substrates for optoelectronic devices, radio frequency amplifiers and power transistors; and of optoelectronic devices in the United States, the Government-owned inventions described in U.S. Patent No. 6,323,108: Fabrication of Ultra-Thin Bonded Semiconductor Layers, Navy Case No. 78,980./U.S. Patent No. 6,328,796: Single Crystal Material on Non-Single Crystalline Substrate, Navy Case No. 78,978./U.S. Patent No. 6,497,763: Electronic Device with Composite Substrate, Navy Case No. 82,672./U.S. Patent No. 6,593,212: Method for Making Electro-Optical Devices Using a Hydrogen Ion Splitting Technique, Navy Case No. 79,639./U.S. Patent No. 7,358,152: Wafer Bonding of Thinned Electronic Materials and Circuits to High Performance Substrate, Navy Case No. 84,023./U.S. Patent No. 7,535,100: Wafer Bonding of Thinned Electronic Materials and Circuits to High Performance Substrates, Navy Case No. 84,023 and any continuations, divisionals or re-issues thereof.

DATES: Anyone wishing to object to the grant of this license must file written objections along with supporting evidence, if any, not later than August 21, 2009.

ADDRESSES: Written objections are to be filed with the Naval Research Laboratory, Code 1004, 4555 Overlook Avenue, SW., Washington, DC 20375-5320.

FOR FURTHER INFORMATION CONTACT: Rita Manak, Head, Technology Transfer Office, NRL, Code 1004, 4555 Overlook Avenue, SW., Washington, DC 20375-5320, telephone (202) 767-3083. Due to U.S. Postal delays, please fax (202) 404-7920, e-mail: rita.manak@nrl.navy.mil or use courier delivery to expedite response.

Authority: 35 U.S.C. 207, 37 CFR Part 404.
Dated: July 29, 2009.

A.M. Vallandigham,
Lieutenant Commander, Judge Advocate General's Corps, U.S. Navy, Federal Register Liaison Officer.
[FR Doc. E9-18773 Filed 8-5-09; 8:45 am]
BILLING CODE 3810-FF-P

DEFENSE NUCLEAR FACILITIES SAFETY BOARD**Senior Executive Service Performance Review Board**

AGENCY: Defense Nuclear Facilities Safety Board.
ACTION: Notice.

SUMMARY: This notice announces the membership of the Defense Nuclear Facilities Safety Board (DNFSB) Senior Executive Service (SES) Performance Review Board (PRB).

DATES: Effective Date: August 6, 2009.

ADDRESSES: Send comments concerning this notice to: Defense Nuclear Facilities Safety Board, 625 Indiana Avenue, NW., Suite 700, Washington, DC 20004-2001.

FOR FURTHER INFORMATION CONTACT: Deborah Bisciglia by telephone at (202) 694-7041 or by e-mail at debbieb@dnfsb.gov.

SUPPLEMENTARY INFORMATION: 5 U.S.C. 4314(c)(1) through (5) requires each agency to establish, in accordance with regulations prescribed by the Office of Personnel Management, one or more performance review boards. The PRB shall review and evaluate the initial summary rating of the senior executive's performance, the executive's response, and the higher level official's comments on the initial summary rating. In addition, the PRB will review and

recommend executive performance bonuses and pay increases.

The DNFSB is a small, independent Federal agency; therefore, the members of the DNFSB SES Performance Review Board listed in this notice are drawn from the SES ranks of other agencies. The following persons comprise a standing roster to serve as members of the Defense Nuclear Facilities Safety Board SES Performance Review Board:

Christopher E. Aiello, Director of Human Resources, Federal Deposit Insurance Corporation
David M. Capozzi, Director of Technical and Information Services, United States Access Board
DeDe Greene, Executive Officer, Civil Rights Division, Department of Justice
Raymond Limon, Chief Human Capital Officer, Corporation for National & Community Service
Christopher W. Warner, General Counsel, U.S. Chemical Safety and Hazard Investigation Board.

Dated: July 30, 2009.

Brian Grosner,
Chairman, Executive Resources Board.
[FR Doc. E9-18879 Filed 8-5-09; 8:45 am]
BILLING CODE 3810-01-P

DEPARTMENT OF EDUCATION**National Assessment Governing Board; Meeting**

AGENCY: Department of Education, National Assessment Governing Board.
ACTION: Notice; correction.

SUMMARY: The National Assessment Governing Board published a document in the *Federal Register* of July 24, 2009, announcing the schedule and proposed agenda of a forthcoming meeting of the National Assessment Governing Board. The meeting agenda has been revised and this notice provides the correct dates and times for the revised meeting agenda.

FOR FURTHER INFORMATION CONTACT: Munira Mwalimu at (202) 357-6906.

Correction

In the *Federal Register* of July 24, 2009, in FR DOCID: FR Doc. E9-17728 filed on July 23, 2009, Volume 74, Number 141, page 36683, third column, the second full paragraph that begins "The full Board will meet in closed session from 12:30 p.m. to 1:30 p.m. to

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Appendix B

Scoping Announcement

APPENDIX B
SCOPING ANNOUNCEMENT

Appendix B

Scoping Announcement

Appendix B

Scoping Announcement



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96th AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Colonel Bruce H. McClintock
Commander
401 W Van Matre Avenue, Suite 106
Eglin AFB FL 32542-6802

«Name»
«Title»
«Company»
«Address»
«Address2»
«CityStateZip»

«Salutation»

Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 *United States Code* 4321, et seq.), the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 *Code of Federal Regulations (CFR)* Parts 1500-1508), and Air Force policy and procedures (32 *CFR* Part 989), the Air Force is issuing this notice to advise the public of its intent to prepare a Supplemental Environmental Impact Statement (SEIS).

The Air Force's Record of Decision (ROD) for the Joint Strike Fighter (JSF) Initial Joint Training Site Final Environmental Impact Statement (FEIS) was signed on February 5, 2009. The ROD implemented only a portion of the 2008 Eglin Air Force Base Realignment and Closure Commission (BRAC) Environmental Impact Statement's (EIS) Alternative 1, which includes the beddown of 59 F-35s, associated cantonment construction and limited flight training operations, until a SEIS has been completed and the Air Force has decided how best to proceed. The initial basing of the JSF and beddown of 59 F-35s with associated limited training operations will meet the minimum training capability that the Base Realignment and Closure Commission (BRAC) of 2005 requires by September 15, 2011.

The Air Force is preparing a SEIS to analyze the operational alternatives and mitigations for the full operational capability of the 59 F-35s authorized to be delivered to Eglin AFB under the initial ROD as well as analyze the proposed beddown and operational alternatives for an additional 48 F-35s not authorized for delivery under the initial ROD. The range of alternatives for the SEIS will not be limited by BRAC goals and objectives and may consider alternatives that adjust or displace existing missions and/or construct additional runways within Eglin AFB property.

The SEIS has five primary purposes:

- To complete the establishment of all necessary support facilities to conduct pilot and maintainer training by analyzing the establishment of reasonable alternative sites outside the Eglin Main Base addressed in the 2008 Eglin BRAC FEIS, but still on the Eglin AFB reservation.
- To analyze the alternatives addressing proposed distribution of F-35 flight operations, on and off the cantonment area, while maintaining efficient pilot training, de-conflict flying operations with other military and civilian operations, alleviate (to the extent practicable) noise on sensitive receptors, and other pertinent issues.

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Scoping Announcement

- To examine impacts and mitigations associated with bedding down up to two additional squadrons (an additional 48 F-35 aircraft).
- To examine impacts and potential mitigation associated with construction and flight operations activities.
- To examine additional mitigations for flying the allowed 59 F-35 aircraft specified by the February 2009 ROD.

The SEIS will evaluate the environmental effects associated with air quality, biological resources, cultural resources, hazardous resources, land use, noise, outdoor recreation, physical resources, safety, socioeconomics, solid waste, transportation and utilities. The analysis will include an evaluation of the direct, indirect and cumulative impacts.

The Air Force will be hosting four public scoping update meetings to identify community and agency concerns. Public comments from these public scoping meetings or written comments submitted during the scoping period will be considered in the preparation of the draft SEIS. Public scoping meetings will be held on/at the following dates, locations and times:

Dates	City	Location	Time
August 24, 2009	Crestview	Crestview Community Center 1446 Commerce Center, Crestview, FL 32539	5:30 – 7:30 PM
August 25, 2009	Navarre	Days Inn and Suites Conference Center Navarre Parkway, Navarre, FL 32566	5:30 – 7:30 PM
August 26, 2009	Niceville	Northwest Florida State College, Niceville Campus 100 College Blvd. East, Niceville, FL 32578	5:30 – 7:30 PM
August 27, 2009	Valparaiso	Valparaiso First Baptist Church 444 Valparaiso Parkway, Valparaiso, FL 32580	5:30 – 7:30 PM

There will be an open information session which starts at 5:30p.m., prior to the start of the formal presentation at 6:00p.m. The open session is an opportunity for community members to learn more about the Eglin SEIS and environmental impact analysis process.

During the meetings, the Air Force will provide information on the potential environmental impacts associated with the proposed action and solicit public comments on alternative development. Comments regarding the meeting can be provided either in writing or orally. You may direct your written comments to: Eglin Public Affairs, Mr. Mike Spaits, 101 West D Avenue, Suite 110, Eglin AFB FL 32542-5498 (PH: 850-882-3931).

Sincerely

BRUCE H. MCCLINTOCK, Colonel, USAF

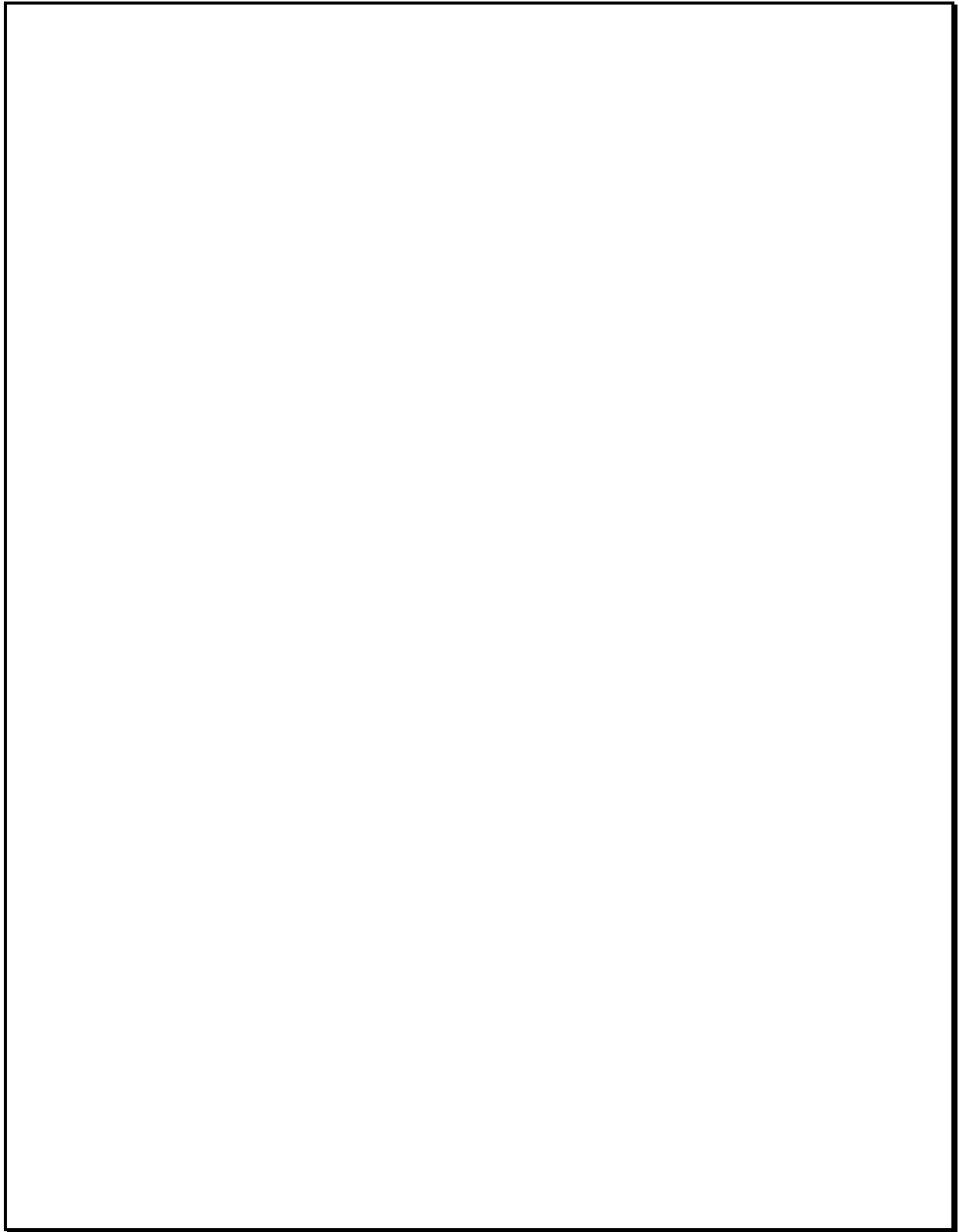
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APPENDIX C

**SCOPING MEETING NEWSLETTER, MEDIA RELEASE,
PUBLIC SERVICE ANNOUNCEMENTS, AND NEWSPAPER AD**



Appendix C

Scoping Meeting Newsletter, Media Release,
Public Service Announcements, and Newspaper Ad

Eglin BRAC Program

Supplemental Environmental Impact Statement Newsletter

Project Introduction and Scoping Information

Vol. 1, August 2009

The SEIS has five primary purposes:

Paragraph 1: To complete the establishment of all necessary support facilities to conduct pilot and instructor training by analyzing the establishment of recreational alternatives near the Eglin Air Force Base addressed in the 2008 Eglin BRAC Final EIS, but not on the Eglin AFB reservation.

Paragraph 2: To analyze the alternative addressing proposed distribution of F-35 flight operations on and off the environment area, while maintaining efficient pilot training, de-carrier flying operations with other military and civilian operations, allowing the allowed 99 F-35 aircraft.

Paragraph 3: To examine impacts and potential mitigation associated with construction and flight operation activities.

Paragraph 4: To examine impacts and potential mitigation associated with construction and flight operation activities.

Paragraph 5: To examine additional mitigations for flying the allowed 99 F-35 aircraft.

Science Applications International Corporation
Attn: Eglin BRAC SEIS
1140 Eglin Parkway
Shalimar, FL 32579

Eglin BRAC SEIS Information Card
(To receive future project information)

In order to be good stewards to the environment, we will be sending future issues of this monthly project update newsletter. The newsletter will also be available on the Eglin Air Force Base website at www.eglin.afm.af.mil/brac-seis

☐ Check (if you would like to continue to receive the newsletter) and provide your contact information (name, address, phone number, email address, etc.)

☐ Check (if you are unable to receive information electronically, and require a paper copy be mailed to you).

☐ Check (if you would like to be taken off the mailing and distribution list for this project and no longer wish to receive updated information and correspondence).

NAME (Please print all): _____

EMAIL: _____

OFFICE/ORGANIZATION (If applicable): _____

ADDRESS (Street/PO Box): _____

CITY/State/Zip: _____

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Scoping Meeting Newsletter, Media Release,
Public Service Announcements, and Newspaper Ad

Project Introduction:

The Air Force's Record of Decision (ROD) for the Joint Strike Fighter (JSF) Initial Joint Training Site Final Environmental Impact Statement (FEIS) was signed on February 5, 2009. The ROD implemented only a portion of the 2008 Eglin BRAC EIS's Alternative 1, which includes the beddown of 59 F-35s, associated construction and limited flight training operations, until a Supplemental Environmental Impact Statement (SEIS) has been completed and the Air Force has decided how best to proceed. The initial basing of the JSF and beddown of 59 F-35s with associated limited training operations will meet its minimum training capability that the Base Realignment and Closure Commission (BRAC) of 2005 requires by September 15, 2011. The U.S. Air Force is preparing a SEIS to analyze the operational alternatives and mitigations for the full operational capability of the 59 F-35s authorized to be delivered to Eglin Air Force Base under the initial ROD as well as analyze the proposed beddown and operational alternatives for the additional 45 Air Force F-35s not authorized for delivery under the initial ROD. The range of alternatives for the SEIS will not be limited by BRAC's goals and objectives and may consider alternatives that adjust or displace existing runways and/or construct additional runways within Eglin AFB property.

The Eglin BRAC SEIS
The Eglin BRAC SEIS is the only SEIS that is used to determine the appropriate basing of the JSF and the beddown of F-35s in Base and it continues until the SEIS is completed. The purpose of assessing public participation in the decision-making process is to ensure that the public has an opportunity to provide input on the project and its impacts.

Public Scoping Meetings:
August 24-27, 2009

Preparation of Draft SEIS:
Fall 2009 through Spring 2010

Notice of Availability of Draft SEIS:
Spring 2010

45-Day Public Comment Period:
Spring 2010

Preparation of Final SEIS:
Fall 2010

Notice of Availability of Final SEIS:
Fall 2010

30-Day Waiting Period:
Fall 2010

Record of Decision:
Fall 2010

What is Scoping:

The scoping process is the best time to identify issues, determine points of contact, establish project schedules, and provide recommendations to the agency. The overall goal is to define the scope of issues to be addressed in depth in the analyses that will be included in the SEIS. All four scoping meetings will have the following agenda:

5:30 to 6:00 p.m. Open house
6:00 to 6:45 p.m. Air Force presentation
6:45 to 7:30 p.m. Public comments

Dates & Times

Monday, August 24, 2009
5:30 to 7:30 p.m.

Tuesday, August 25, 2009
5:30 to 7:30 p.m.

Wednesday, August 26, 2009
5:30 to 7:30 p.m.

Thursday, August 27, 2009
5:30 to 7:30 p.m.

Meeting Locations

Crestview Community Center
1446 Commerce Center, Crestview, FL 32539

Days Inn and Suites Conference Center
5700 Navarre Parkway, Navarre, FL 32566

Northwest Florida State College, Newville Campus
100 College Blvd., E. Newville, FL 32578

First Baptist Church of Valparaiso
444 Valparaiso Parkway, Valparaiso, FL 32580

PLACE STAMP HERE

Science Applications International Corporation
ATTN: Eglin BRAC SEIS
1140 Eglin Parkway
Shallmar, FL 32579

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Appendix C

*Scoping Meeting Newsletter, Media Release,
Public Service Announcements, and Newspaper Ad*



Media Advisory

96th Air Base Wing
Office of Public Affairs
Air Force Materiel Command
101 W. D Avenue, Suite 110
Eglin AFB FL 32542-5498
(850) 882-3931 Fax (850) 882-4894

July 22, 2009
Rel. No. 09-039

Public Scoping Meetings Planned

Eglin AFB, Fla. – Scoping meetings planned to gather public input for the Supplemental Environmental Impact Study (SEIS) on the beddown for the Joint Strike Fighter here have been scheduled as follows:

Monday, Aug. 24: Community Conference Center, Crestview

Tuesday, Aug. 25: Comfort Inn Conference Center, Navarre

Wednesday, Aug. 26: Northwest Florida State College, Niceville

Thursday, Aug. 27: First Baptist Church, Valparaiso

The meetings are scheduled for 6 p.m. each evening. The purpose of the scoping meetings is to define the scope of issues that will be included in the SEIS. It will also identify points of contact, schedules and recommendations to those conducting the study.

For more information, contact Public Affairs at 882-3931.

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*Scoping Meeting Newsletter, Media Release,
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Public Service Announcement

96th Air Base Wing
Office of Public Affairs
Air Force Materiel Command
101 W. D Avenue, Suite 110
Eglin AFB FL 32542-5498
(850) 882-3931 Fax (850) 882-4894

PUBLIC SCOPING MEETINGS PLANNED

The United States Air Force, through Eglin Air Force Base, is holding scoping meetings for the Draft Supplemental Environmental Impact Statement (SEIS) on the Eglin Base Realignment and Closure (BRAC) Program.

All members of the public are invited.

Meetings will be held from 5:30 to 7:30 p.m. Monday, August 24 at the Crestview Community Center in Crestview, Florida; Tuesday, August 25 at the Days Inn and Suites Conference Center in Navarre, Florida; Wednesday, August 26 at the Northwest Florida State College in Niceville, Florida; and Thursday, August 27 at the First Baptist Church of Valparaiso in Valparaiso, Florida.

For more information, please contact Mike Spaits with the Eglin Public Affairs Office at (850) 882-3931.

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Appendix C

*Scoping Meeting Newsletter, Media Release,
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Public Scoping Meetings Planned

Eglin AFB, Fla. – Scoping meetings planned to gather public input for the Supplemental Environmental Impact Study (SEIS) on the beddown for the Joint Strike Fighter here have been scheduled as follows:

Monday, Aug. 24: Community Conference Center, Crestview

Tuesday, Aug. 25: Comfort Inn Conference Center, Navarre

Wednesday, Aug. 26: Northwest Florida State College, Niceville

Thursday, Aug. 27: First Baptist Church, Valparaiso

The meetings are scheduled for 6 p.m. each evening. The purpose of the scoping meetings is to define the scope of issues that will be included in the SEIS. It will also identify points of contact, schedules and recommendations to those conducting the study.

For more information, contact Public Affairs at 882-3931.

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Appendix C

*Scoping Meeting Newsletter, Media Release,
Public Service Announcements, and Newspaper Ad***Public Scoping Meetings**

The United States Air Force, through Eglin Air Force Base, is holding scoping meetings to gather public input for the Supplemental Environmental Impact Statement (SEIS) on the beddown for the F-35 Joint Strike Fighter.

The Air Force will host four public scoping meetings. Scoping provides opportunities for the public and government agencies to learn about and comment on the proposed actions and alternatives and to solicit public comments. All members of the public are invited to attend these meetings. Each meeting will have the following agenda:

5:30 to 6:00 p.m.—Open House
6:00 to 6:45 p.m.—Air Force Presentation
6:45 to 7:30 p.m.—Open forum to solicit public comments

<u>Date</u>	<u>City</u>	<u>Location</u>
August 24, 2009	Crestview	Crestview Community Center 1446 Commerce Center Crestview, Florida 32539
August 25, 2009	Navarre	Days Inn and Suites, Navarre Conference Center 8700 Navarre Parkway Navarre, Florida 32566
August 26, 2009	Niceville	Northwest Florida State College, Mattie Kelly Arts Center, Niceville Campus 100 College Blvd. E. Niceville, Florida 32578
August 27, 2009	Valparaiso	First Baptist Church of Valparaiso 444 Valparaiso Parkway Valparaiso, Florida 32580

The public is encouraged to offer input on the proposed actions and alternatives and submit their comments. All comments made during the public scoping meetings will be considered in the preparation of the Draft SEIS.

For more information, to request handicap assistance or translation services at the meetings, or to submit comments, please contact:

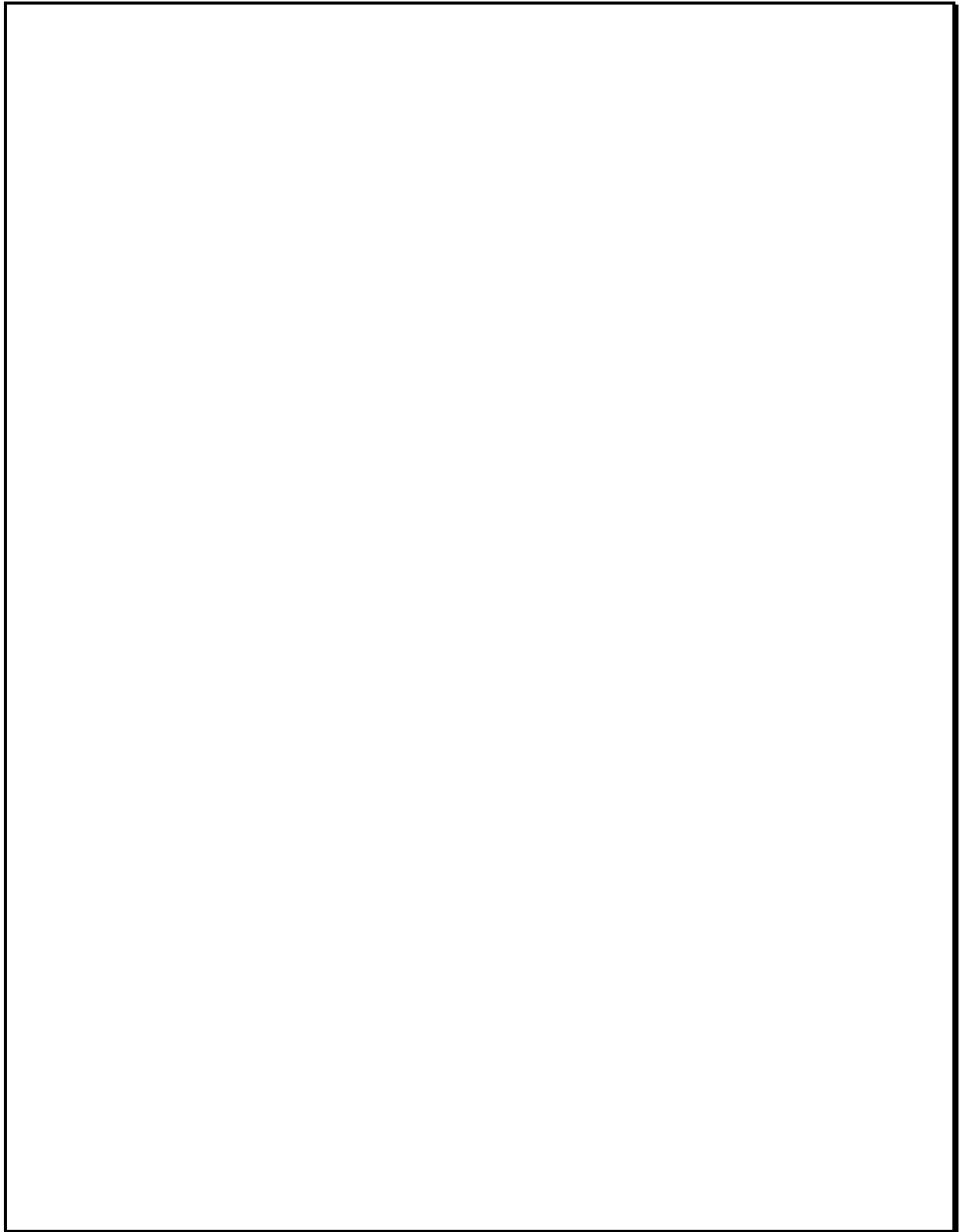
Eglin Public Affairs
 ATTN: Mike Spaits
 101 West D. Avenue, Suite 110
 Eglin AFB, Florida 32542-5498
 Email: mike.spaits@eglin.af.mil
 Phone: (850) 882-3931
 Fax: (850) 882-4894

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APPENDIX D
SCOPING MEETING PRESENTATION



Appendix D

Scoping Meeting Presentation

Headquarters U. S. Air Force

Integrity - Service - Excellence



**Eglin AFB Base
Realignment and Closure
(BRAC) 2005 Program**

**Supplemental
Environmental Impact
Statement**

Public Scoping Meeting

24-27 August 2009

U.S. AIR FORCE



Agenda

U.S. AIR FORCE

- Open House
- Welcome and Introductions
- Air Force Presentation
 - Overview of the National Environmental Policy Act (NEPA)
 - Purpose of Public Scoping
 - Background Information
 - Overview of the Eglin BRAC Supplemental Environmental Impact Statement (SEIS)
 - Environmental Process
 - Candidate Alternatives
- Break
- Public Input
- Adjourn

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Appendix D

Scoping Meeting Presentation




National Environmental Policy Act

U.S. AIR FORCE

- The National Environmental Policy Act (NEPA) of 1969, as amended, (Pub. L. 91-190, 42 U.S.C. 4321-4347, January 1, 1970, as amended by Pub. L. 94-52, July 3, 1975, Pub. L. 94-83, August 9, 1975, and Pub. L. 97-258, § 4(b), Sept. 13, 1982) requires federal agencies to:
 - Consider environmental effects of implementing a federal action
 - Consider a range of reasonable alternatives
 - Include discussions of effects of the alternatives on human health and the environment
 - Prepare a concise Record of Decision (ROD)
- Implemented by Federal Regulations
 - President's Council on Environmental Quality Regulations (40 Code of Federal Regulations [CFR] 1500-1508)
 - Air Force's Environmental Impact Analysis Process (32 CFR 989)

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Purpose of Public Scoping

U.S. AIR FORCE

- Helps identify issues to be addressed and identifies significant issues early in the process
- Provides the public with opportunity to
 - Become familiar with the proposed action and alternatives
 - Provide input to determine the scope and significant issues to be analyzed in depth in the SEIS
 - Identify and eliminate from detailed study issues that are not significant or have been considered (covered) by prior environmental reviews

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Appendix D

Scoping Meeting Presentation




Background Information

U.S. AIR FORCE

- February 2009 JSF IJTS ROD resulted in a decision to implement a portion of the Final EIS JSF IJTS Alternative 1 to meet the minimum requirements prescribed by BRAC by September 15, 2011 including:
 - 59 F-35 Primary Assigned Aircraft (PAA) with limited flight training operations until completion of a SEIS
 - Construction of all facilities with exception of the 2nd and 3rd Air Force hangars
- Subjects to be addressed in the SEIS include where the maximum supportable number of F-35 aircraft may ultimately beddown on the Eglin reservation, how they might be operated, and the degree to which other mitigation measures are possible

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Background Information (cont'd)

U.S. AIR FORCE

- The SEIS will analyze operational alternatives and mitigations for the 59 aircraft authorized to be delivered, as well as the additional 48 Air Force F-35 aircraft not authorized for delivery to Eglin under the February 5, 2009 ROD
- The SEIS will expressly consider either new parallel runways or an additional runway alternative within the Eglin Reservation as previously suggested by members of the public

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Appendix D

Scoping Meeting Presentation




Purpose of the SEIS

U.S. AIR FORCE

- Why is the Air Force preparing a Supplemental Environmental Impact Statement (SEIS)?
 - The Air Force has determined that the purposes of NEPA would be furthered by ensuring that information on the environmental impacts of the proposed basing of the 59 F-35 PAA and additional 48 F-35 PAA are available to the Air Force, public officials and citizens before decision are made and before actions are taken

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Purpose of the SEIS (cont'd)

U.S. AIR FORCE

- The SEIS has five primary purposes:
 - To analyze the environmental impacts of alternative facilities necessary to support the F-35 and conduct pilot training within the Eglin Reservation in addition to the Eglin Main Base alternatives addressed in the 2008 Eglin BRAC Final EIS
 - To analyze additional alternatives addressing the proposed distribution of JSF flight operations
 - To examine additional mitigations for flying the allowed 59 F-35 aircraft
 - To examine impacts and mitigations associated with bedding down up to two additional proposed Air Force squadrons (up to an additional 48 Air Force F-35 aircraft)
 - To examine the possibility of additional runways, hangar sites, and other options

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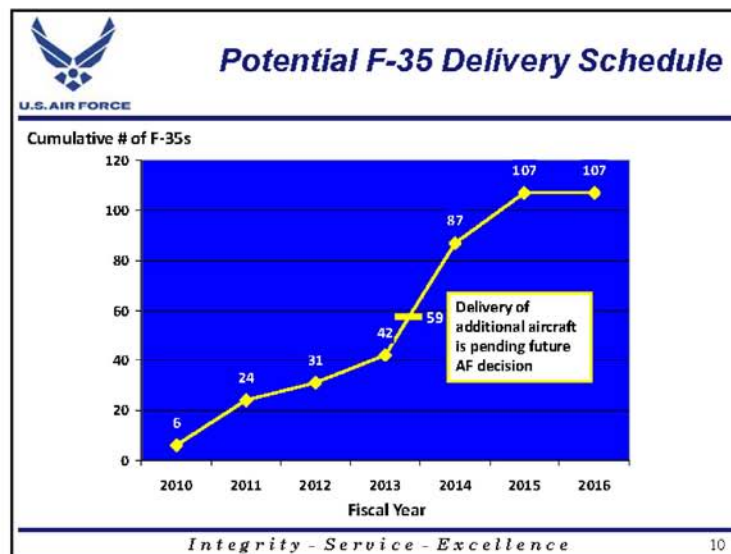
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U.S. AIR FORCE

Updates Since Final EIS

- JSF Syllabus
 - Training requirements continue to mature
 - » Estimated annual flight operations in 2006: 240,000
 - » Estimated annual flight operations in 2009: 150,000
- SEIS ROD
 - September 2010 ROD will make a decision on the final beddown location and operation of the initial 59 F-35 PAA previously identified to implement the BRAC requirement
 - Basing decisions for the beddown of up to 48 additional F-35 PAA will be part of a separate ROD to be completed in the future

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Environmental Process

U.S. AIR FORCE


What will the SEIS address?

- Potential construction of new runways
- Distribution of flight operations among available airfields
- Up to two additional Air Force squadrons (up to 48 additional aircraft and associated hangars)
- Potential mitigations associated with construction and flight operation activities

What does this SEIS involve?

- Reasonable alternatives on the Eglin Reservation
 - Must consider input during the scoping process
- “No Action Alternative”
 - 59 aircraft with limited flight operations (as approved by JSF ROD)

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SEIS Schedule

U.S. AIR FORCE

<u>Date</u>	<u>Milestone</u>
6 Aug 2009	Notice of Intent Published in <i>Federal Register</i>
24-27 Aug 09	Public Scoping Meetings
17 Sept 2009	Deadline for Public Input for Consideration in Draft SEIS
Spring 2010	Release of Draft SEIS to the Public, 45-Day Public Comment Period, and Public Hearings
August 2010	Release of Final SEIS to the Public and 30-Day Waiting Period
Sept 2010	ROD Signed

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Alternative Screening Process

■ Airfield Operational Feasibility and Range Sustainment

■ JSF Requirements

- Mission requirements
- Airfield requirements
- Airspace requirements

■ Detailed Physical Requirements for Potential New Runways


■ Land Use Compatibility (includes noise impacts)

- Clear zones, accident potential zones (APZs), unexploded ordnance, etc

■ Environmental Considerations

- Wetlands, floodplains, cultural, and biological resources

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Candidate Alternatives for Analysis in Draft SEIS

Alternative 1: Eglin Main

- 8 sub-alternatives

Alternative 2: Duke Field

- 5 sub-alternatives

Alternative 3: Choctaw Field

- 5 sub-alternatives

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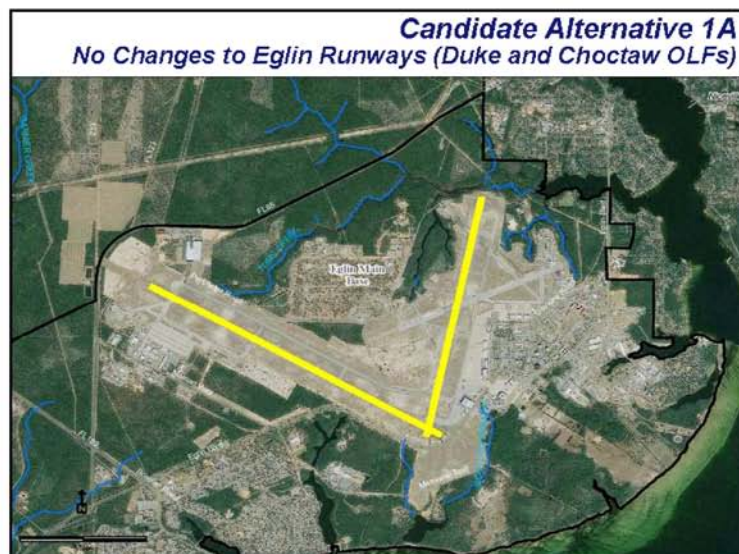
Candidate Alternatives for Analysis in Draft SEIS

Alternatives 1: Eglin Main

- 1A – No runway changes; Duke and Choctaw Outlying Fields (OLFs)
- 1B – New Runway; Duke and Choctaw OLFs
- 1C – Expansion with parallel runways; Duke OLF
- 1D – Expansion with parallel runways; Choctaw OLF
- 1E – Expansion with parallel runways; Duke and Choctaw OLFs
- 1F – Move Runway 19 threshold; Duke and Choctaw OLFs
- 1G – Raise the Runway 19 IAP; Duke and Choctaw OLFs
- 1H – Extend Runway 19 south; Duke and Choctaw OLFs

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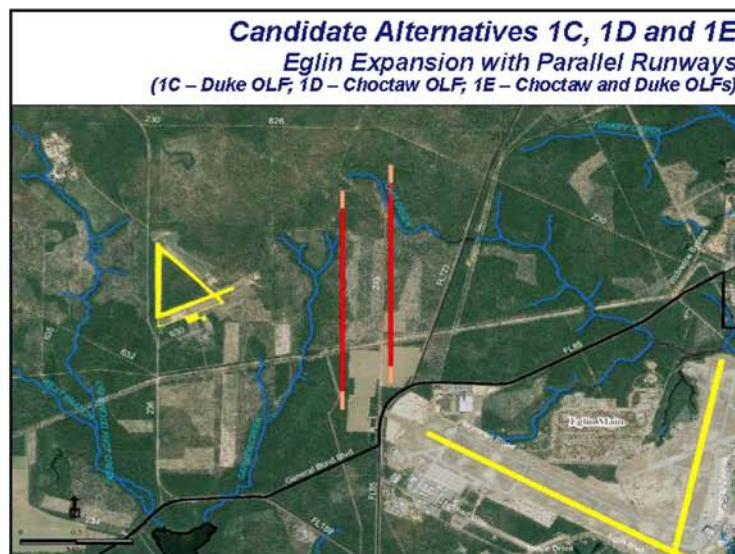
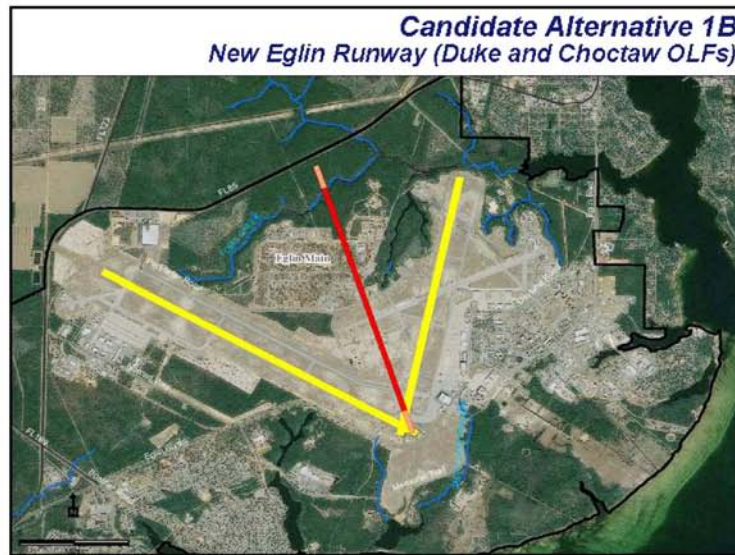
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**Candidate Alternatives for
Analysis in Draft SEIS**

Alternative 2: Duke Field

- 2A – Parallel Runways and LHA; Choctaw OLF
- 2B – Parallel Runways and LHA; Eglin 12 OLF
- 2C – Parallel Runways and LHA; Eglin 12 and Choctaw OLFs
- 2D – Single Runway and LHA; Eglin 12 and Choctaw OLFs
- 2E – Single Runway and LHA; Choctaw OLF

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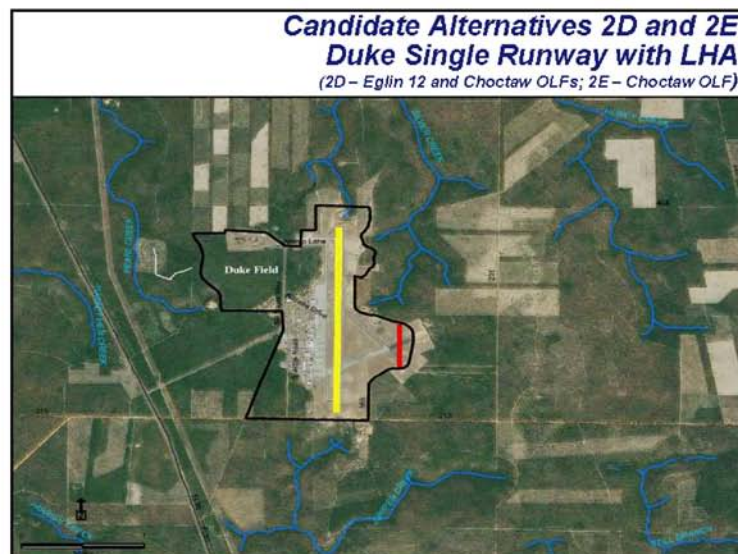
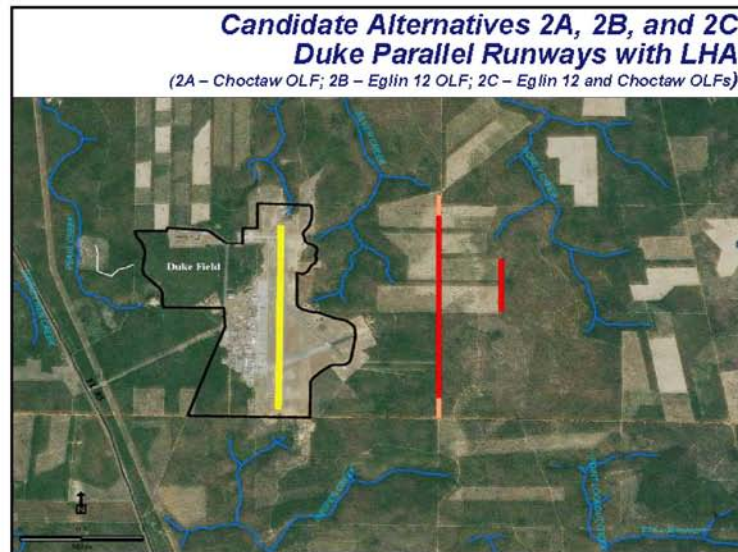
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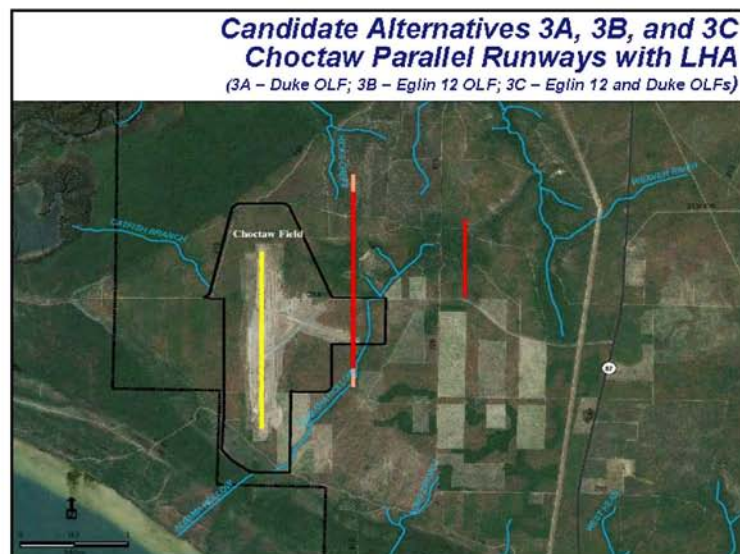
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Candidate Alternatives for Analysis in Draft SEIS

Alternative 3: Choctaw Field

- 3A – Parallel Runways and LHA; Duke OLF
- 3B – Parallel Runways and LHA; Eglin 12 OLF
- 3C – Parallel Runways and LHA; Eglin 12 and Duke OLFs
- 3D – Single Runway and LHA; Eglin 12 and Duke OLFs
- 3E – Single Runway and LHA; Duke OLF

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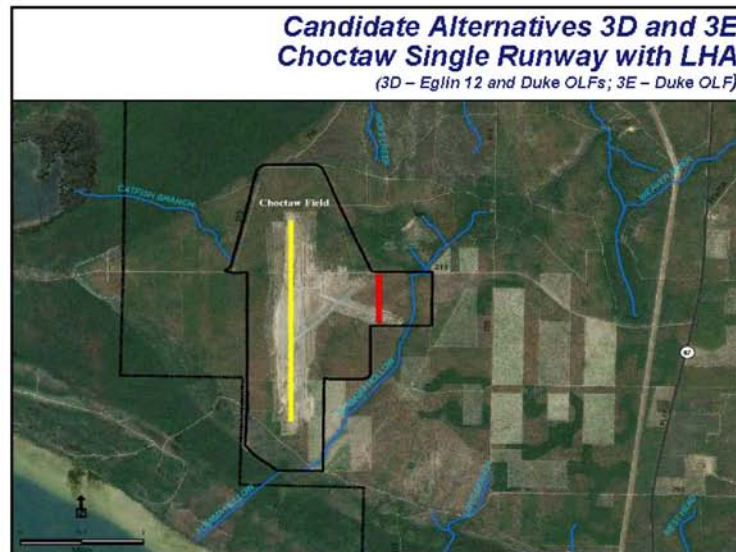
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 U.S. AIR FORCE

Additional Considerations

Construction of Hangars

- Should Duke Field or Choctaw Field be chosen as the F-35 beddown location then the hangars approved for construction at Eglin Main, per the JSF ROD, would also be constructed at the selected location

Normal Military Construction (MILCON) Process for New Runways/Asset Relocation

- 6 to 8 years until beneficial occupancy/use of new facilities
 - 5 year process (concept, approval, funding and design)
 - 12 to 36 month construction period
- Possibility of Congressional insertion funds could shorten the construction process
- Until construction is completed under the selected alternative, interim operations would most likely occur at Eglin Main

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Potential Environmental Issues

- Air Quality
- Biological Resources
- Cultural Resources
- Hazardous Materials
- Land Use
- Noise
- Outdoor Recreation
- Physical Resources
- Safety
- Socioeconomics
- Solid Waste
- Transportation
- Utilities

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Scoping Input Procedure

For those wishing to speak

- Sign up on the Speaker's List at registration desk
- Elected Officials first
- Agency and Organizational Representatives second
- Private Citizens in order of sign-up
- Please limit comments to 5 minutes

For written comments

- Comment sheets are available at the registration table
- Turn in completed comment sheets at the end of the evening, or mail, fax, or e-mail them to us at your convenience
- If you mail your comments, send them to the address printed on the comment cards and comment sheets; the address will also be shown during the comment period

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Scoping Input Procedure

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- All comments will become part of the official administrative record
- Public Scoping Period ends **17 September 2009**
 - Input received by this date will be considered when developing the Draft SEIS
- To receive a copy of the Draft SEIS, please indicate preference on comment sheet or notify us by fax, phone, or e-mail

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SEIS Contact Information

U.S. AIR FORCE

Please direct any written comments or requests for information to:

Eglin Public Affairs
101 West D Ave, Suite 110
Eglin AFB, Florida 32542-5498
ATTN: Mike Spaits
E-mail: Mike.Spaits@eglin.af.mil
Phone: 850-882-3931
Fax: 850-882-4894

Comments must be received by **17 September 2009** for consideration in the Draft SEIS

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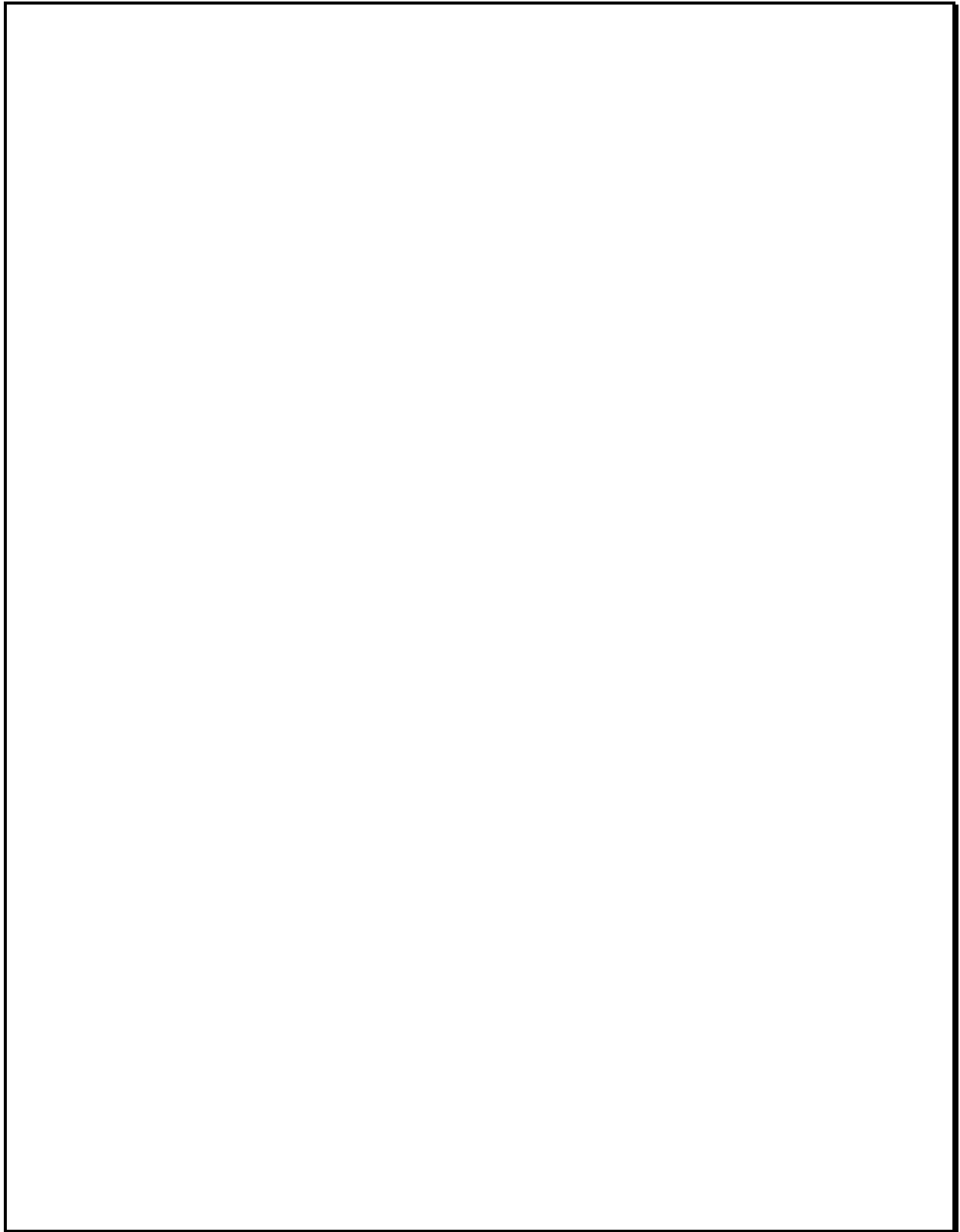
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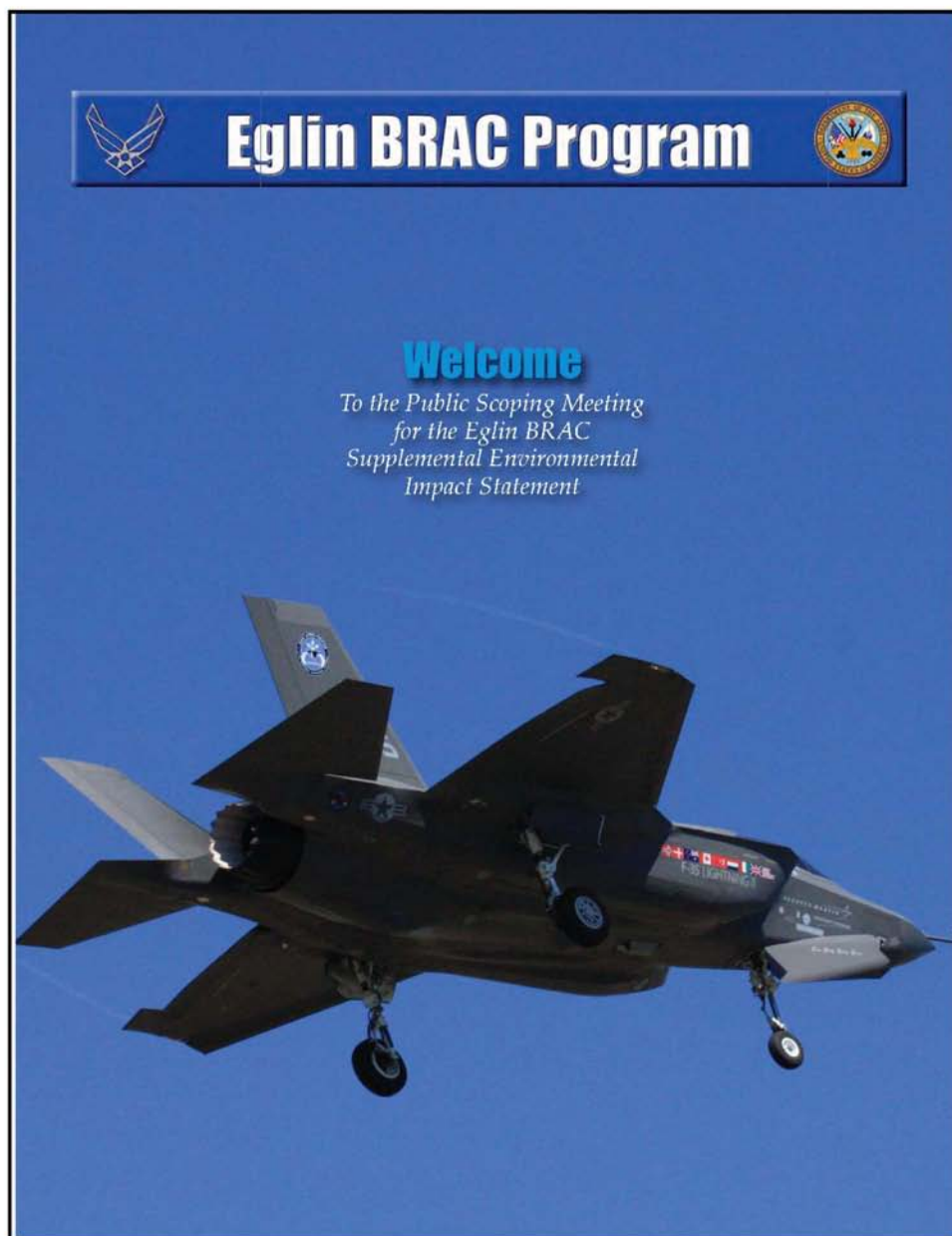
APPENDIX E

SCOPING MEETING BROCHURE AND DISPLAY BOARDS



Appendix E

Scoping Meeting Brochure and Display Boards



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Appendix E

Scoping Meeting Brochure and Display Boards

What is Scoping?

The scoping process is the best time to identify issues, determine points of contact, establish project schedules, and provide recommendations to the agency. The overall goal is to define the scope of issues to be addressed and analyzed in depth within the SEIS. The scoping meetings will have the following agenda:

5:30 to 6:00 p.m.

Open house

6:00 to 6:45 p.m.

Air Force presentation

6:45 to 7:30 p.m.

Public comments



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What is the Purpose for this Eglin Supplemental EIS?

- To analyze the environmental impacts of alternative facilities to support the F-35 and pilot flight training within the Eglin Reservation in addition to the Eglin Main Base alternatives addressed in the 2008 Eglin BRAC Final EIS
- To analyze additional alternatives addressing the proposed distribution of JSF flight operations
- To examine additional mitigations for flying the allowed 59 F-35 aircraft
- To examine impacts and mitigations associated with bedding down up to two additional proposed Air Force Squadrons (an additional 48 Air Force F-35 aircraft)
- To examine the possibility of constructing additional runways, hanger sites, and other options



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Alternative Locations Under Consideration:

Currently the Air Force is considering three alternative locations to serve as the main operating base for the JSF F-35 flight operations in addition to the No Action Alternative. Each of these alternatives has a variety of sub-alternatives associated with them which consider different runway configurations and/or airfields that will be used as outlying fields.

Alternative 1: Eglin Main

This alternative has eight sub-alternatives being considered.

Alternative 1A

- No change to Eglin Main runway configuration
- Duke and Choctaw would serve as outlying fields

**Alternative 1B**

- Significant changes to Eglin Main, to include building a new runway
- Requires major movements of Eglin infrastructure and assets
- Considerations include streams, wetlands and the Okaloosa darter
- Duke and Choctaw would serve as outlying fields

Alternative 1C, 1D and 1E

- Expands Eglin Main by building two parallel runways to the northwest
- Requires relocation of high-power voltage power lines
- Considerations include streams, wetlands and the Okaloosa darter
- The difference between these sub-alternatives is the use of outlying fields

**Alternative 1F, 1G and 1H**

- All could be implemented with any of the other currently proposed alternatives or sub-alternatives
- All would use Duke and Choctaw as outlying fields
- Reduces runway length by 1,000 feet (Alt. 1F)
- Raises aircraft initial approach pattern (Alt. 1G)
- Extends runway 2,000 feet south (Alt. 1H)

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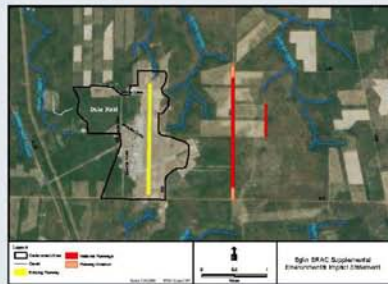
Scoping Meeting Brochure and Display Boards

Alternative 2: Duke Field

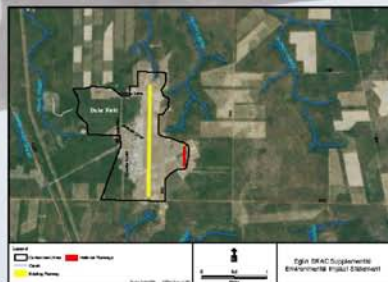
This alternative consists of five sub-alternatives.

Alternative 2A, 2B and 2C

- Adds a parallel runway to the east of Duke Field, as well as a single landing, helicopter, and assault area
- Potential for increase in noise to northern Okaloosa County
- Would place accident potential zone off base
- Difference between these three sub-alternatives is the use of outlying fields

**Alternative 2D and 2E**

- Utilizes the current runway configuration and adds a single landing, helicopter, assault area on the east side of the existing airfield
- Potential conflicts with Bob Sikes airport
- Difference between these two sub-alternatives is the use of outlying fields

**Alternative 3: Choctaw Field**

This alternative consists of five sub-alternatives.

Alternative 3A, 3B and 3C

- Adds a runway to the east side of Choctaw's Main Airfield
- Constructs a single landing, helicopter, assault area
- One hour commute from academic training facilities at Eglin Main and could cause increased noise to Navarre and Holley Harper
- Could impact Navy training missions
- Difference between these three sub-alternatives is the use of outlying fields
- Considerations include streams and wetlands

**Alternative 3D and 3E**

- Utilizes the current runway configuration and adds a single landing, helicopter, assault area on the east side of the existing airfield
- One hour commute from academic training facilities at Eglin Main and could cause conflicts with Bob Sikes, Whiting and Pensacola airports
- Could cause increased noise to Navarre and Holley Harper
- Impacts Navy training missions
- Difference between these two sub-alternatives is the use of outlying fields



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National Environmental Policy Act

The National Environmental Policy Act (NEPA) requires all federal agencies making a proposal that may significantly impact the environment, to consider:

- A range of reasonable alternatives
- Environmental consequences
- Potential human health consequences
- Public and government agency input

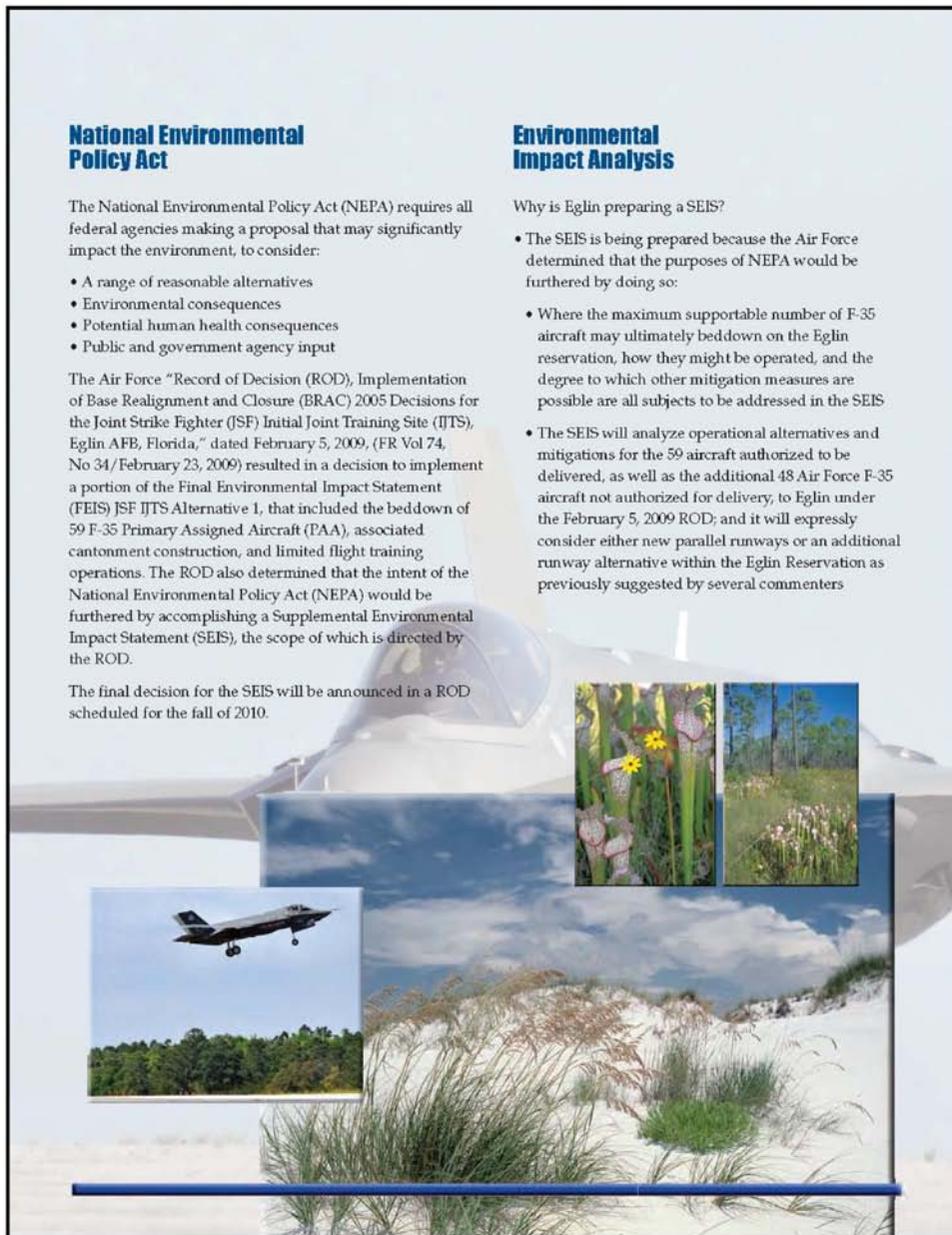
The Air Force "Record of Decision (ROD), Implementation of Base Realignment and Closure (BRAC) 2005 Decisions for the Joint Strike Fighter (JSF) Initial Joint Training Site (IJTS), Eglin AFB, Florida," dated February 5, 2009, (FR Vol 74, No 34/February 23, 2009) resulted in a decision to implement a portion of the Final Environmental Impact Statement (FEIS) JSF IJTS Alternative 1, that included the beddown of 59 F-35 Primary Assigned Aircraft (PAA), associated cantonment construction, and limited flight training operations. The ROD also determined that the intent of the National Environmental Policy Act (NEPA) would be furthered by accomplishing a Supplemental Environmental Impact Statement (SEIS), the scope of which is directed by the ROD.

The final decision for the SEIS will be announced in a ROD scheduled for the fall of 2010.

Environmental Impact Analysis

Why is Eglin preparing a SEIS?

- The SEIS is being prepared because the Air Force determined that the purposes of NEPA would be furthered by doing so:
- Where the maximum supportable number of F-35 aircraft may ultimately beddown on the Eglin reservation, how they might be operated, and the degree to which other mitigation measures are possible are all subjects to be addressed in the SEIS
- The SEIS will analyze operational alternatives and mitigations for the 59 aircraft authorized to be delivered, as well as the additional 48 Air Force F-35 aircraft not authorized for delivery, to Eglin under the February 5, 2009 ROD; and it will expressly consider either new parallel runways or an additional runway alternative within the Eglin Reservation as previously suggested by several commenters



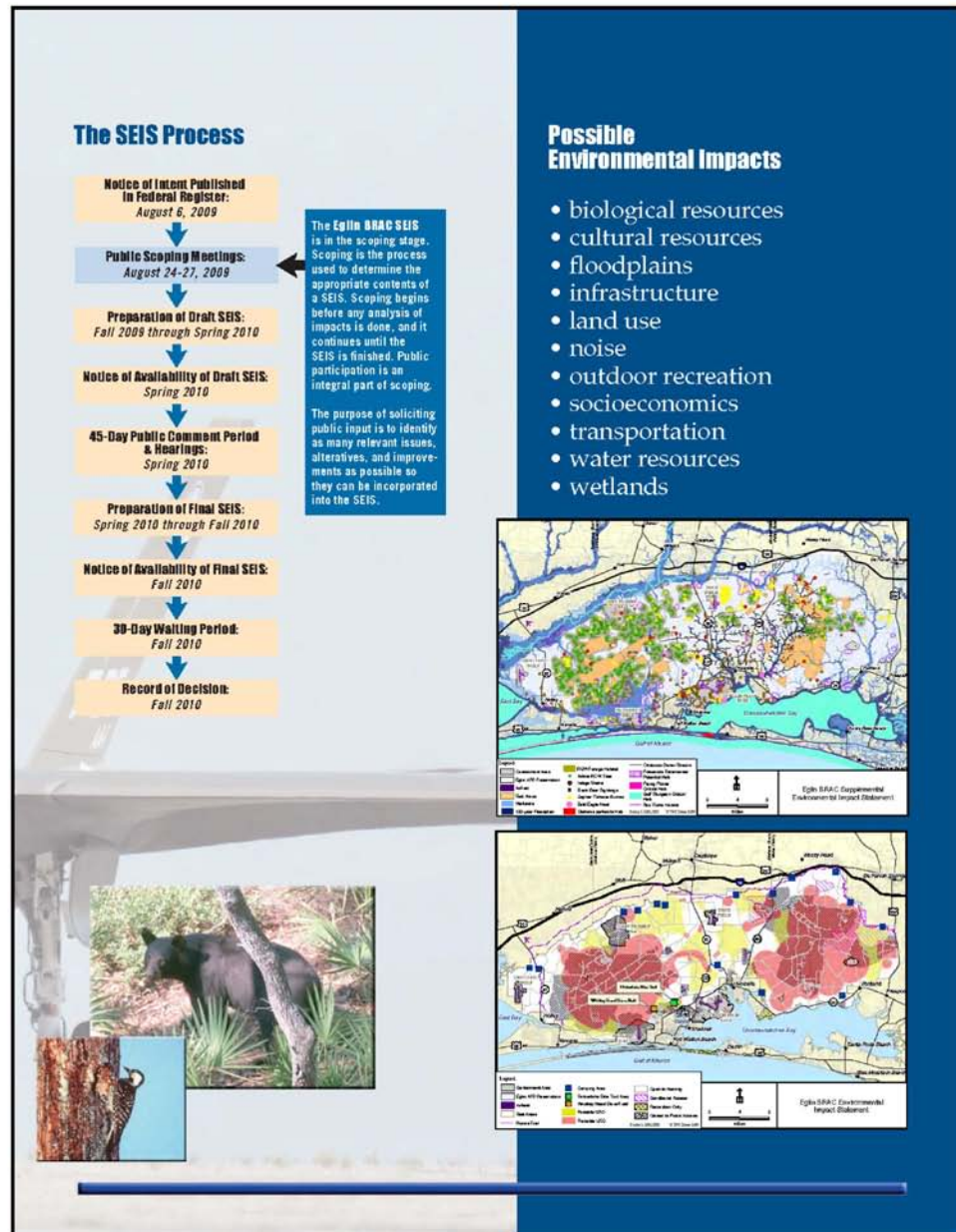
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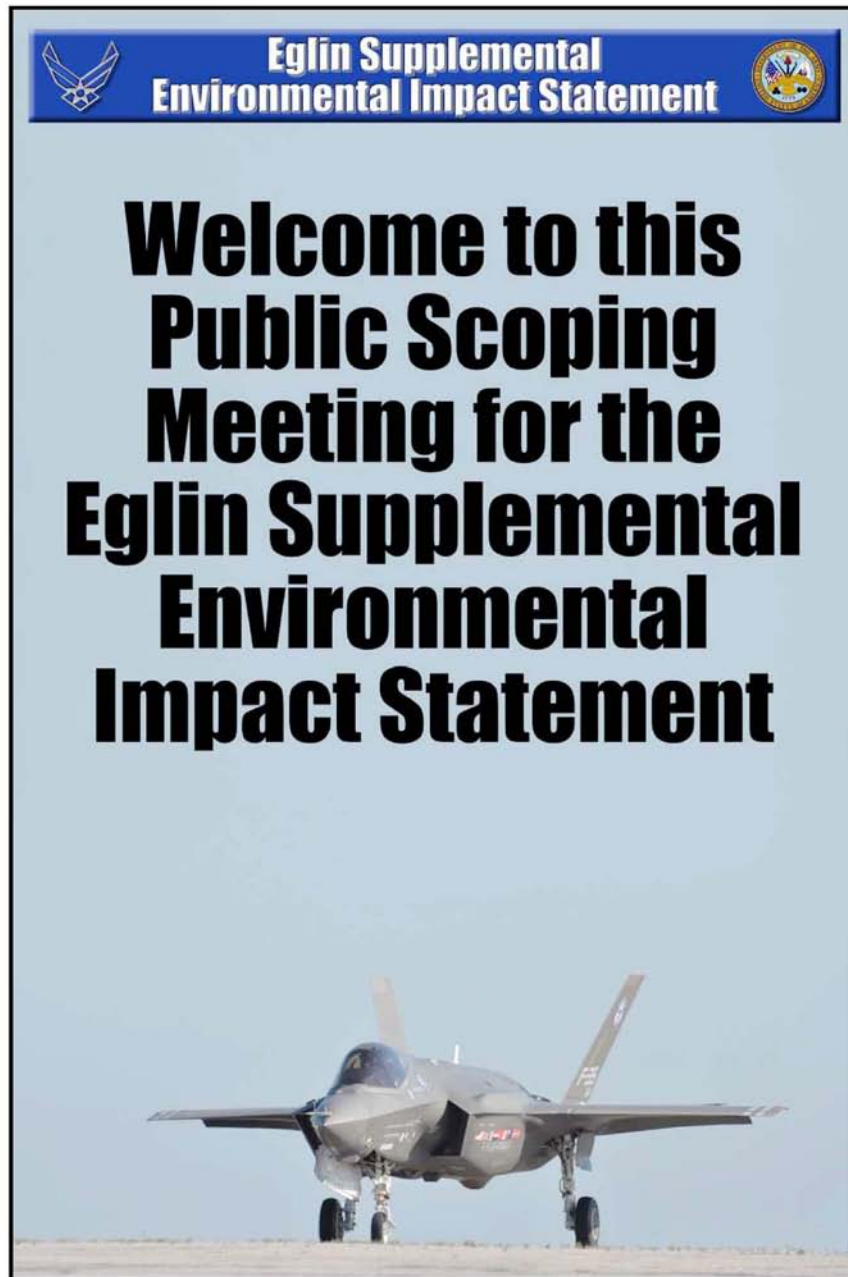


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**Eglin Supplemental
Environmental Impact Statement**

**The Air Force encourages you to
learn more about this Eglin BRAC Program
proposed actions and alternatives.
We'd like to hear your input and concerns
on these issues.**



*To be involved in the Eglin BRAC Program SEIS,
please provide information
by submitting written comments to:*

Eglin Public Affairs
Attn: Mike Spaits
101 West D Avenue, Suite 110
Eglin AFB, FL 32542-5498
Email: mike.spaits@eglin.af.mil





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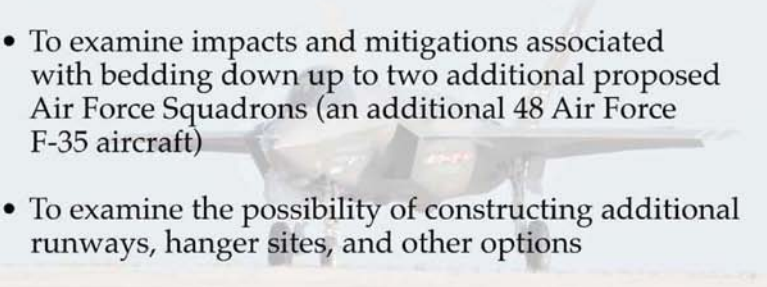
Scoping Meeting Brochure and Display Boards

**Eglin Supplemental
Environmental Impact Statement**

What is the purpose for this Eglin Supplemental EIS?



- To analyze the environmental impacts of alternative facilities to support the F-35 and pilot flight training within the Eglin Reservation in addition to the Eglin Main Base alternatives addressed in the 2008 Eglin BRAC Final EIS
- To analyze additional alternatives addressing the proposed distribution of JSF flight operations
- To examine additional mitigations for flying the allowed 59 F-35 aircraft
- To examine impacts and mitigations associated with bedding down up to two additional proposed Air Force Squadrons (an additional 48 Air Force F-35 aircraft)
- To examine the possibility of constructing additional runways, hanger sites, and other options



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Eglin Supplemental Environmental Impact Statement

Currently the Air Force is considering three alternative locations to serve as the main operating base for the JSF F-35 flight operations. In addition to the No Action Alternative, Each of these alternatives has a variety of sub-alternatives associated with them which consider different runway configurations and/or airfields that will be used as outlying fields.

Alternative 1: Eglin Main

This alternative has eight sub-alternatives being considered.

- No change to Eglin Main runway configuration
- Duke and Choctaw would serve as outlying fields



Alternative 1C, 1D and 1E

- The difference between these sub-alternatives is the use of coying fields



Extends runway 2,000 feet

Alternative 2: Duke Field

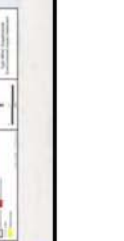
This alternative consists of five sub-alternatives.

- Alternative 2A, 2B and 2C
 - Adds a parallel runway to the east of Duke Field, as well as a single landing, helicopter, and assault area
 - Potential for increase in noise to northern Oklahoma County
 - Would place accident potential zone off base
 - Difference between these three sub-alternatives is the use of outlying fields



assault area on the east side of the existing airfield

- Potential conflicts with Bob Siles Airport
- Difference between these two sub-alternatives is the use of outlying fields



Alternative 3: Chocław Field

This alternative consists of five sub-alternatives.

- Alternative 3A, 3B and 3C**
Adds a runway to the east side of Cheyenne's Main Airfield
Constructs a single landing, helicopter, assault area
Over-horizon communique from academic training facilities at Eglin Main and could cause increased noise to Navarre and Holey Harper
Could impact Navy training missions
Difference between these three sub-alternatives is the use of outlying fields
considerations include streams



atic training facilities at
tain and could cause
s with Bob Sikes, Whiting

- cause increased noise to the community. The FAA and Holley Harper, a Navy training mission, have been discussing alternatives to the use of the fields.



Appendix E

Scoping Meeting Brochure and Display Boards

Eglin Supplemental Environmental Impact Statement

Possible Environmental Impacts

- biological resources
- cultural resources
- floodplains
- infrastructure
- land use
- noise
- outdoor recreation
- socioeconomics
- transportation
- water resources
- wetlands

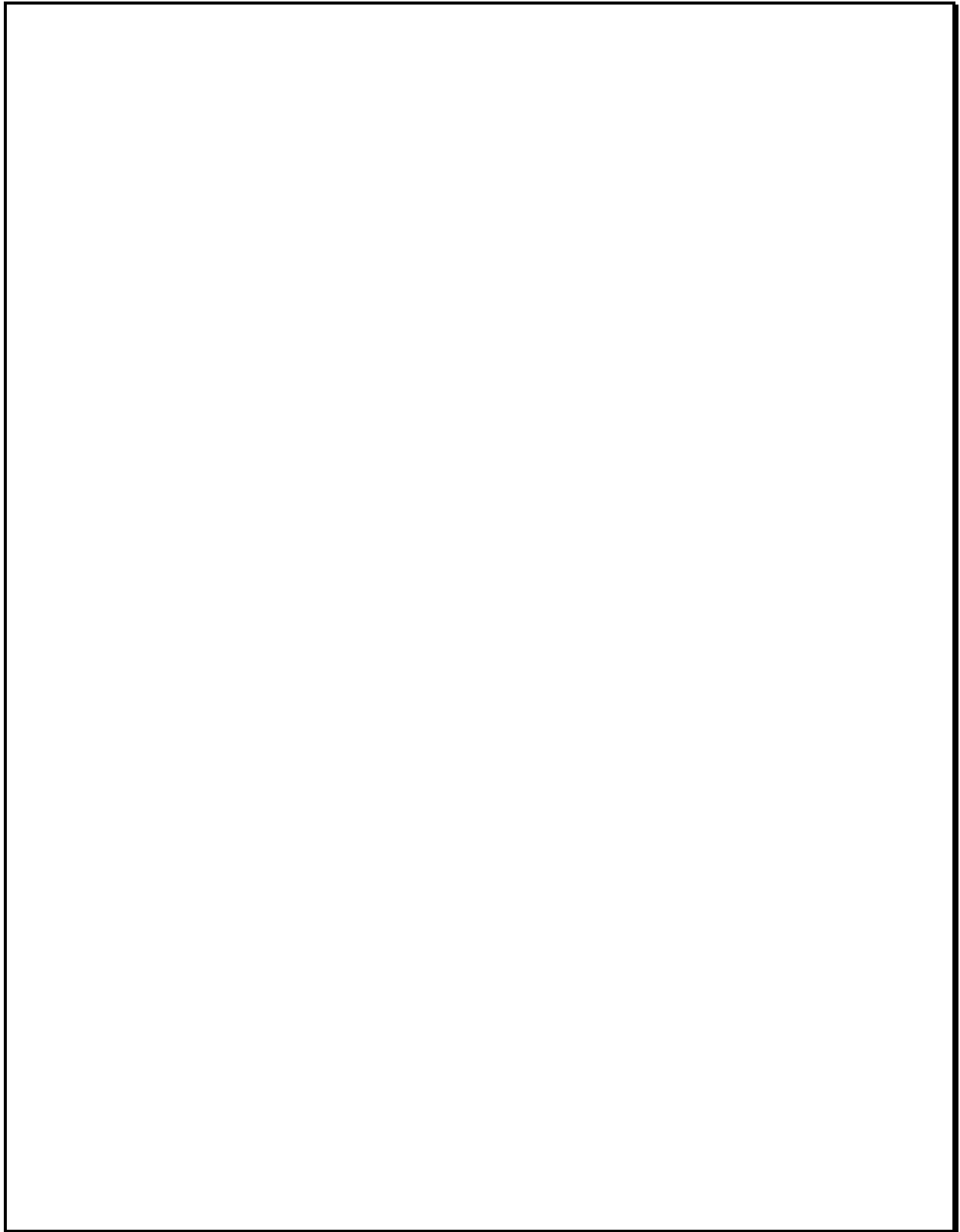
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APPENDIX F

**SCOPING MEETING REGISTRATION CARDS AND WRITTEN
COMMENTS RECEIVED AT SCOPING MEETINGS**



Appendix F

Scoping Meeting Registration Cards and
Written Comments Received at Scoping Meetings

Crestview Registration Cards

<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p><u>Crestview Community Center</u> <u>August 24, 2009</u> Meeting Location Meeting Date</p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>EGAS</u> MI: <u>M</u> Last Name: <u>GONES</u></p> <p>[Redacted Address]</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>	<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p><u>Crestview Community Center</u> <u>August 24, 2009</u> Meeting Location Meeting Date</p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>Chad</u> MI: <u>R</u> Last Name: <u>Nelson</u></p> <p>[Redacted Address]</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>
<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p><u>Crestview Community Center</u> <u>August 24, 2009</u> Meeting Location Meeting Date</p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>ACE</u> MI: Last Name: <u>Blocker</u></p> <p>[Redacted Address]</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>	<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p><u>Crestview Community Center</u> <u>August 24, 2009</u> Meeting Location Meeting Date</p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>TOM</u> MI: Last Name: <u>MADY</u></p> <p>[Redacted Address]</p> <p>City: _____ State: _____ Zip Code: _____</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>

Note: On all pages, personal information has been blocked out per Privacy Act requirements.


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Appendix F

Scoping Meeting Registration Cards and
Written Comments Received at Scoping Meetings

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Crestview Community Center <i>Meeting Location</i>	August 24, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>John</u>	MI: <u>W</u> Last Name: <u>Cleman</u>
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Crestview Community Center <i>Meeting Location</i>	August 24, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Georgette</u>	MI: <u>-</u> Last Name: <u>White</u>
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Crestview Community Center <i>Meeting Location</i>	August 24, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Angela</u>	MI: <u>JS</u> Last Name: <u>Wright</u>
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Crestview Community Center <i>Meeting Location</i>	August 24, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Nora</u>	MI: <u>-</u> Last Name: <u>Moore</u>
Organization: <u>NWF Daily News</u>	
Phone: _____	Email: _____
Mailing Address: _____	
City: _____	State: _____ Zip Code: _____
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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Scoping Meeting Registration Cards and
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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Crestview Community Center Meeting Location	August 24, 2009 Meeting Date
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>ROBERT</u> MI: <u>E</u> Last Name: <u>BLACK</u>	
Organization: <u>CONGRESSMAN MILLER</u>	
Phone: <u>(850) 803-1242</u> Email: <u>bob.black@mail.house.gov</u>	
Mailing Address: _____	
City: _____ State: _____ Zip Code: _____	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Crestview Community Center Meeting Location	August 24, 2009 Meeting Date
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Betsy</u> MI: _____ Last Name: <u>Miller</u>	
Organization: <u>Chamber</u>	
Phone: <u>240-9720</u> Email: <u>EMiller@cox.net</u>	
Mailing Address: <u>1234 Jaffinscot</u>	
City: <u>Crestview</u> State: <u>FL</u> Zip Code: <u>32536</u>	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Crestview Community Center Meeting Location	August 24, 2009 Meeting Date
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>KEN</u> MI: <u>R</u> Last Name: <u>NICKEN</u>	
Organization: <u>Crestview Community Television</u>	
Phone: <u>950-502-3112</u> Email: <u>nicken@ccv.net</u>	
Mailing Address: _____	
City: <u>Crestview</u> State: <u>FL</u> Zip Code: <u>32539</u>	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

CITY OF CRESTVIEW "The Hub City"	
	
LINDA PARKER City Council	
198 N. Wilson St. P.O. Drawer 1209 Crestview, FL 32536	Bus: (850) 683-0987 Fax: (850) 689-4875 Email: lparker@cityofcrestview.org
Organization: <u>Council member (City of Crestview)</u>	
Phone: <u>(850) 682-4022</u> Email: <u>lparker@cityofcrestview.org</u>	
Mailing Address: <u>P.O. Box 982</u>	
City: _____ State: _____ Zip Code: _____	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.	

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Scoping Meeting Registration Cards and
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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
<u>Crestview Community Center</u> Meeting Location	<u>August 24, 2009</u> Meeting Date
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>LEWIS</u> MI: <u>L</u> Last Name: <u>KAMPERT</u>	
Organization: <u>Okaloosa County Growth Management</u>	
Phone: <u>876-51-7524</u> Email: <u>ekampert@co.okaloosa.fl.us</u>	
Mailing Address: <u>1804 Lewis Turner Blvd Suite 200</u>	
City: <u>H. Walker Beach</u> State: <u>Florida</u> Zip Code: <u>32547</u>	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
<u>Crestview Community Center</u> Meeting Location	<u>August 24, 2009</u> Meeting Date
<input checked="" type="checkbox"/> I wish to make an oral public comment	
First Name: <u>WAYNE</u> MI: <u></u> Last Name: <u>HARRIS</u>	
Organization: <u>OKLA CTY COUNCIL DIST 1</u>	
Phone: <u>699-5291</u> Email: <u></u>	
Mailing Address: <u></u>	
City: <u>C.V.W</u> State: <u>FL</u> Zip Code: <u></u>	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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Navarre Registration Cards

<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <small>Meeting Location Meeting Date</small></p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>Charles</u> MI: Last Name: <u>Nelson</u></p> <p>Organization: [REDACTED]</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>	<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <small>Meeting Location Meeting Date</small></p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>Silvia</u> MI: Last Name: <u>Sanchez</u></p> <p>Organization: [REDACTED]</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>
<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <small>Meeting Location Meeting Date</small></p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>Tom</u> MI: Last Name: <u>Dusley</u></p> <p>Organization: [REDACTED]</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>	<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <small>Meeting Location Meeting Date</small></p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>Carlton</u> MI: <u>E</u> Last Name: <u>Wells</u></p> <p>Organization: [REDACTED]</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>

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(Come after mtg)

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Jim</u> MI: <u>W</u> Last Name: <u>CARSON</u>	
Organization: [Redacted]	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input checked="" type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>LARRY</u> MI: <u>I</u> Last Name: <u>MOORE</u>	
Organization: [Redacted]	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>JOHN</u> MI: <u>D</u> Last Name: <u>WARNER</u>	
Organization: [Redacted]	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input checked="" type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>JR</u> MI: <u></u> Last Name: <u>McDONALD</u>	
Organization: [Redacted]	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <i>Meeting Location</i> <i>Meeting Date</i></p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>Shirley</u> MI: <u>FL</u> Last Name: <u>Brown</u></p> <p>Organization: _____</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>	<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <i>Meeting Location</i> <i>Meeting Date</i></p> <p><input checked="" type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>GARY</u> MI: <u>E</u> Last Name: <u>Wagoner</u></p> <p>Organization: _____</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>
<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <i>Meeting Location</i> <i>Meeting Date</i></p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>Margaret</u> MI: <u>IL</u> Last Name: <u>Fried</u></p> <p>Organization: _____</p> <p>Phone: _____ Email: _____</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>	<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <i>Meeting Location</i> <i>Meeting Date</i></p> <p><input checked="" type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>Dave</u> MI: _____ Last Name: <u>DelCastillo</u></p> <p>Organization: _____</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input checked="" type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>




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<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <i>Meeting Location</i> <i>Meeting Date</i></p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>DEBBIE</u> MI: <u>L</u> Last Name: <u>SWINFORD</u></p> <p>Organization: </p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input checked="" type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>	<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <i>Meeting Location</i> <i>Meeting Date</i></p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>ADAM</u> MI: Last Name: <u>BELL</u></p> <p>Organization: </p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>
<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <i>Meeting Location</i> <i>Meeting Date</i></p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>David B.</u> MI: <u>A</u> Last Name: <u>SWINFORD</u></p> <p>Organization: </p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>	<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <i>Meeting Location</i> <i>Meeting Date</i></p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>Cindy</u> MI: Last Name: <u>SCHMIDT</u></p> <p>Organization: </p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>


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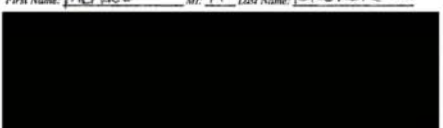
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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input checked="" type="checkbox"/> I wish to make an oral public comment	
First Name: <u>THOMAS</u> MI: <u>H</u> Last Name: <u>JOSUWETT</u>	
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>MATTHEW</u> MI: <u>S</u> Last Name: <u>TANKERSLEY</u>	
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>TY</u> MI: <u>D</u> Last Name: <u>SANDRI</u>	
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>MICHAEL</u> MI: <u>H</u> Last Name: <u>BROWER JR</u>	
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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Appendix F

Scoping Meeting Registration Cards and
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<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <i>Meeting Location</i> <i>Meeting Date</i></p> <p>First Name: <u>DAVID</u> MI: Last Name: <u>BOGGS</u></p> <p>Organization: _____</p> <p>Mailing Address: _____</p> <p>City: _____ State: _____ Zip Code: _____</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>	<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <i>Meeting Location</i> <i>Meeting Date</i></p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>Charles</u> MI: <u>D.</u> Last Name: <u>Barnes</u></p> <p>Organization: _____</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>
<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <i>Meeting Location</i> <i>Meeting Date</i></p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>Bill</u> MI: Last Name: <u>Mayo</u></p> <p>Organization: _____</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>	<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p>Navarre Conference Center August 25, 2009 <i>Meeting Location</i> <i>Meeting Date</i></p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>Linda</u> MI: <u>R</u> Last Name: <u>Wagner</u></p> <p>Organization: _____</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>

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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>MIKE</u> MI: <u>5</u> Last Name: <u>ESNOUP</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Sherry</u> MI: <u>B</u> Last Name: <u>De la Castille</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Walter</u> MI: <u></u> Last Name: <u>Brown</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Ken</u> MI: <u></u> Last Name: <u>Garner</u>	
Organization: <u>Navarre Press</u>	
Phone: <u>934-8401</u> Email: <u>Kgarner@mlhri.com</u>	
Mailing Address: <u>2245 Kerra Lane</u>	
City: <u>Navarre</u> State: <u>FL</u> Zip Code: <u>92546</u>	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Wanda</u> MI: <u>None</u> Last Name: <u>None</u>	
Organization: <u>USF Daity Jones</u>	
Phone: _____ Email: _____	
Mailing Address: _____	
City: _____ State: _____ Zip Code: _____	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Mary Ann</u> MI: <u>None</u> Last Name: <u>Vance</u>	
Organization: <u>Santa Rosa County P+2</u>	
Phone: <u>981-7081</u> Email: <u>MaryV@SANTAROSA.FL.us</u>	
Mailing Address: <u>6051 Old Baydell Hwy #201</u>	
City: <u>Milton</u> State: <u>FL</u> Zip Code: <u>32539</u>	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Morris</u> MI: <u>None</u> Last Name: <u>Fraser</u>	
Organization: <u>Navarre Chamber</u>	
Phone: _____ Email: <u>Morris.Fraser@gmail.com</u>	
Mailing Address: <u>1927 Pelican Lane</u>	
City: <u>Navarre</u> State: _____ Zip Code: _____	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Navarre Conference Center <i>Meeting Location</i>	August 25, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>SCOTT</u> MI: <u>J</u> Last Name: <u>SCHWED</u>	
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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Niceville Registration Cards

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NFW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>[Signature]</u>	MI: <u>[Signature]</u> Last Name: <u>[Signature]</u>
Organization: [Redacted]	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NFW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Jim</u>	MI: <u>[Signature]</u> Last Name: <u>Reese</u>
Organization: [Redacted]	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus Meeting Location	August 26, 2009 Meeting Date
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>MIKE</u> MI: <u>8</u> Last Name: <u>GRIFFITH</u>	
Organization: <u>The Bay Beacon</u>	
Phone: <u>678-1050</u> Email: <u>info@baybeacon.com</u>	
Mailing Address: _____	
City: <u>Niceville</u> State: _____ Zip Code: _____	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus Meeting Location	August 26, 2009 Meeting Date
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>MIKE</u> MI: <u>8</u> Last Name: <u>ANDERSON</u>	
Organization: <u>CITY OF FORT WATSON BEACH</u>	
Phone: <u>855-6683</u> Email: <u>fwbmayor@fwb.org</u>	
Mailing Address: <u>P.O. Box 4009</u>	
City: <u>FWB</u> State: <u>FL</u> Zip Code: <u>32849</u>	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus Meeting Location	August 26, 2009 Meeting Date
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>TRICIA</u> MI: <u>8</u> Last Name: <u>BRUNSON</u>	
Organization: <u>Niceville Chamber of Commerce</u>	
Phone: <u>678-2383</u> Email: <u>triciabrunson@nicevillechamber.com</u>	
Mailing Address: <u>10557 John Sims</u>	
City: <u>Niceville</u> State: <u>FL</u> Zip Code: <u>32578</u>	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus Meeting Location	August 26, 2009 Meeting Date
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Bill</u> MI: <u>8</u> Last Name: <u>Roberts</u>	
[Redacted Address]	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	





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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>	NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment		<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>JAMES</u> MI: <u>R</u> Last Name: <u>HEALD</u>		First Name: <u>Michael</u> MI: <u></u> Last Name: <u>MORSE</u>	
			
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.		I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.		I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	
Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>	NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment		<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>DON</u> MI: <u>B</u> Last Name: <u>Lanier</u>		First Name: <u>George</u> MI: <u>J</u> Last Name: <u>Reger</u>	
Organization: _____			
Phone: _____ Email: _____			
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input checked="" type="checkbox"/> notice of a downloadable web copy via e-mail.		I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	


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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NFW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Jim</u> MI: <u>C</u> Last Name: <u>Breithaupt</u>	
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NFW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Kevin</u> MI: <u></u> Last Name: <u>Olney</u>	
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NFW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Henry</u> MI: <u>B</u> Last Name: <u>Gross</u>	
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p><u>NFW Niceville Campus</u> <u>August 26, 2009</u> Meeting Location Meeting Date</p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>STEVEN</u> MI: <u>J</u> Last Name: <u>CZOSZKA</u></p> <p>Organization: _____</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>	<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p><u>NFW Niceville Campus</u> <u>August 26, 2009</u> Meeting Location Meeting Date</p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>William</u> MI: <u>H</u> Last Name: <u>Hart</u></p> <p>Organization: _____</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>
<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p><u>NFW Niceville Campus</u> <u>August 26, 2009</u> Meeting Location Meeting Date</p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>FRANCINE</u> MI: _____ Last Name: <u>KAEHL</u></p> <p>Organization: _____</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>	<p align="center">Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting</p> <p><u>NFW Niceville Campus</u> <u>August 26, 2009</u> Meeting Location Meeting Date</p> <p><input type="checkbox"/> I wish to make an oral public comment</p> <p>First Name: <u>Tom</u> MI: _____ Last Name: <u>MYRIS</u></p> <p>Organization: _____</p> <p>Phone: _____ Email: _____</p> <p>I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.</p> <p>I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.</p>

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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NFW Niceville Campus Meeting Location August 26, 2009 Meeting Date <input type="checkbox"/> I wish to make an oral public comment First Name: <u>Paul Roucher</u> Last Name: <u>Reese</u> [Redacted] I wish to receive the <u>Monthly Newsletter</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		NFW Niceville Campus Meeting Location August 26, 2009 Meeting Date <input type="checkbox"/> I wish to make an oral public comment First Name: <u>SHERYL</u> MI: <u>4</u> Last Name: <u>JORDAN</u> <u>GRADY</u> Organization: [Redacted] Phone: _____ Email: _____ Mailing Address: _____ [Redacted] Zip Code: _____ I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	
Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting NFW Niceville Campus Meeting Location August 26, 2009 Meeting Date <input type="checkbox"/> I wish to make an oral public comment First Name: <u>Chad</u> MI: _____ Last Name: <u>Nelson</u> Organization: [Redacted] I wish to receive the <u>Monthly Newsletter</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting NFW Niceville Campus Meeting Location August 26, 2009 Meeting Date <input type="checkbox"/> I wish to make an oral public comment First Name: <u>James</u> MI: <u>H</u> Last Name: <u>Lauer</u> Organization: [Redacted] I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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Scoping Meeting Registration Cards and
Written Comments Received at Scoping Meetings

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>	NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment		<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Glenda</u> MI: <u></u> Last Name: <u>Apel</u>		First Name: <u>Charles</u> MI: <u>L</u> Last Name: <u>Apel</u>	
Organization: <u>[Redacted]</u>		Organization: <u>[Redacted]</u>	
Email: <u>[Redacted]</u>		Email: <u>[Redacted]</u>	
Mailing Address: <u>[Redacted]</u>		Mailing Address: <u>[Redacted]</u>	
City: <u></u> State: <u></u> Zip Code: <u></u>		City: <u></u> State: <u></u> Zip Code: <u></u>	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.		I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	
Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>	NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment		<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Michael</u> MI: <u>L</u> Last Name: <u>Jagd</u>		First Name: <u>Melinda</u> MI: <u>A</u> Last Name: <u>Rogers</u>	
Organization: <u>[Redacted]</u>		Organization: <u>[Redacted]</u>	
Phone: <u>[Redacted]</u> Email: <u>[Redacted]</u>		Phone: <u>[Redacted]</u> Email: <u>[Redacted]</u>	
Mailing Address: <u>[Redacted]</u>		Mailing Address: <u>[Redacted]</u>	
City: <u></u> State: <u></u> Zip Code: <u></u>		City: <u></u> State: <u></u> Zip Code: <u></u>	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.		I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	


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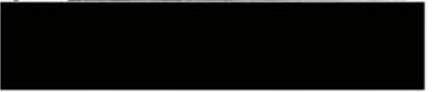
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Scoping Meeting Registration Cards and
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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Ronald</u> MI: <u>E</u> Last Name: <u>Kedakin</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Tom</u> MI: <u>L</u> Last Name: <u>STILES</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>SEBAY</u> MI: <u>S</u> Last Name: <u>MAHORY</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Elizabeth</u> MI: <u>B</u> Last Name: <u>VANTA</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	




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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>FRED</u>	MI: <u>G</u> Last Name: <u>KENNEDY</u>
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	
⑤	
Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input checked="" type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Edna Jeanette</u>	Last Name: <u>SLAWN</u>
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	
①	
Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input checked="" type="checkbox"/> I wish to make an oral public comment	
First Name: <u>ROBERT</u>	MI: <u>N</u> Last Name: <u>WEBB</u>
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NFW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Kay Rosmus</u> Last Name: _____	
[Redacted Address]	
City: _____ State: _____ Zip Code: _____	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NFW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Richard Hoffer</u> MI: _____ Last Name: <u>Hoffer</u>	
[Redacted Address]	
City: _____ State: _____ Zip Code: _____	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NFW Niceville Campus <i>Meeting Location</i>	August 26, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Robert</u> MI: <u>2</u> Last Name: <u>Bachman</u>	
[Redacted Address]	
City: _____ State: _____ Zip Code: _____	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
NEW Niceville Campus Meeting Location	August 26, 2009 Meeting Date	NEW Niceville Campus Meeting Location	August 26, 2009 Meeting Date
<input type="checkbox"/> I wish to make an oral public comment First Name: <u>Bill</u> MI: <u></u> Last Name: <u>GARVIE</u> Organization: <u>FNB CITY COUNCIL</u> Phone: <u>942-6702</u> Email: <u>WGARVIE@AOL.COM</u> Mailing Address: <u>315 Shell Ave SE</u> City: <u>FWB</u> State: <u>FL</u> Zip Code: <u>32548</u> I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		<input type="checkbox"/> I wish to make an oral public comment First Name: <u>JEFF</u> MI: <u></u> Last Name: <u>FANTO</u> Organization: <u>OKALOOSA Co. BCC</u> Phone: <u>607-3014</u> Email: <u>jfanto@co.okaloosa.fl.us</u> Mailing Address: <u>1804 LEWIS TURNER BLVD STE 200</u> City: <u>FORT WARREN BEACH</u> State: <u>FL</u> Zip Code: <u>32547</u> I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.	
First Name: <u>ED</u> MI: <u></u> Last Name: <u>DUNBAR</u> [Redacted Address] I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		First Name: <u>DAVID</u> MI: <u></u> Last Name: <u>WELLENBA</u> Organization: <u></u> [Redacted Address] I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.	

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Valparaiso Registration Cards

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>	Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment		<input checked="" type="checkbox"/> I wish to make an oral public comment	
First Name: <u>KATHY</u> MI: <u>A</u> Last Name: <u>BOWDEN</u>		First Name: <u>ROBERT</u> MI: <u>N</u> Last Name: <u>WEBB</u>	
Organization: <u>N/A</u>		Organization: <u>N/A</u>	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.		I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	
<div style="border: 1px solid black; height: 100px; width: 100%;"></div>		<div style="border: 1px solid black; height: 100px; width: 100%;"></div>	
<div style="border: 1px solid black; height: 100px; width: 100%;"></div>		<div style="border: 1px solid black; height: 100px; width: 100%;"></div>	

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Written Comments Received at Scoping Meetings*

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting
Valparaiso First Baptist Church <i>Meeting Location</i> August 27, 2009 <i>Meeting Date</i>	Valparaiso First Baptist Church <i>Meeting Location</i> August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment. First Name: <u>Brice & Barb</u> MI: <u>FL</u> Last Name: <u>Graves</u>	<input type="checkbox"/> I wish to make an oral public comment. First Name: <u>Kay</u> MI: <u>FL</u> Last Name: <u>Harter</u>
Organization: _____ <div style="background-color: black; width: 100%; height: 100px; margin-top: 5px;"></div>	Organization: _____ <div style="background-color: black; width: 100%; height: 100px; margin-top: 5px;"></div>
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting
Valparaiso First Baptist Church <i>Meeting Location</i> August 27, 2009 <i>Meeting Date</i>	Valparaiso First Baptist Church <i>Meeting Location</i> August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment. First Name: <u>John</u> MI: <u>R</u> Last Name: <u>Harrison</u>	<input type="checkbox"/> I wish to make an oral public comment. First Name: <u>Neelce</u> MI: <u>FL</u> Last Name: <u>Harter</u>
Organization: _____ <div style="background-color: black; width: 100%; height: 100px; margin-top: 5px;"></div>	Organization: _____ <div style="background-color: black; width: 100%; height: 100px; margin-top: 5px;"></div>
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.



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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>	Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment		<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Shene</u> MI: <u>R</u> Last Name: <u>Lockwin</u>		First Name: <u>PLAN</u> MI: Last Name: <u>GARDNER</u>	
Organization: _____		Organization: _____	
Phone: _____ Email: _____		Phone: _____ Email: _____	
Mailing Address: _____		Mailing Address: _____	
City: _____ State: _____ Zip Code: _____		City: _____ State: _____ Zip Code: _____	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.		I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	
Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting Valparaiso First Baptist Church <i>Meeting Location</i> August 27, 2009 <i>Meeting Date</i> <input type="checkbox"/> I wish to make an oral public comment First Name: <u>Theresa</u> MI: <u>M</u> Last Name: <u>FARMER</u> Organization: _____  I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting Valparaiso First Baptist Church <i>Meeting Location</i> August 27, 2009 <i>Meeting Date</i> <input type="checkbox"/> I wish to make an oral public comment First Name: <u>Mary</u> MI: Last Name: <u>Gardner</u> Organization: _____  I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	


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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Harold</u> MI: <u>W</u> Last Name: <u>MAY</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Martha</u> MI: <u>W</u> Last Name: <u>McDonald</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input checked="" type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Don</u> MI: <u></u> Last Name: <u>Cavenly</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>	Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment First Name: <u>Mary</u> MI: <u>D</u> Last Name: <u>Lee</u> Organization: _____ Phone: _____ Mailing Address: _____ City: _____ State: _____ Zip Code: _____ I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		<input type="checkbox"/> I wish to make an oral public comment First Name: <u>Anne</u> MI: <u>T</u> Last Name: <u>Kirkpatrick</u> Organization: _____ Phone: _____ Mailing Address: _____ City: _____ State: _____ Zip Code: _____ I wish to receive the <u>Monthly Newsletter</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	
Valparaiso First Baptist Church <i>Meeting Location</i> <input checked="" type="checkbox"/> I wish to make an oral public comment First Name: <u>Charles</u> MI: <u>D</u> Last Name: <u>Conner II</u> Organization: _____ Phone: _____ Mailing Address: _____ City: _____ State: _____ Zip Code: _____ I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.		Valparaiso First Baptist Church <i>Meeting Location</i> <input type="checkbox"/> I wish to make an oral public comment First Name: <u>Erda</u> MI: <u>M</u> Last Name: <u>Kuhl</u> Organization: _____ Phone: _____ Mailing Address: _____ City: _____ State: _____ Zip Code: _____ I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	





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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>	Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment		<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Jones</u> MI: <u>F</u> Last Name: <u>Kemp</u>		First Name: <u>BETTY</u> MI: <u>J</u> Last Name: <u>KENNER</u>	
Organization: 		Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.		I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	
(12)			
Valparaiso First Baptist Church <i>Meeting Location</i>		Valparaiso First Baptist Church <i>Meeting Location</i>	
August 27, 2009 <i>Meeting Date</i>		August 27, 2009 <i>Meeting Date</i>	
<input checked="" type="checkbox"/> I wish to make an oral public comment		<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Bill</u> MI: <u>FL</u> Last Name: <u>Kuhl</u> <u>(KEEL)</u>		First Name: <u>Edith + Ronald</u> MI: <u>FL</u> Last Name: <u>Kidd</u>	
Organization: 		Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.		I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	





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Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>	Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment		<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>John</u> MI: <u>FL</u> Last Name: <u>Jones</u>		First Name: <u>Pamela</u> MI: <u>FL</u> Last Name: <u>Ives</u>	
Organization: 		Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.		I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	
Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>	Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment		<input checked="" type="checkbox"/> I wish to make an oral public comment	
First Name: <u>DAVE</u> MI: <u>FL</u> Last Name: <u>IRELAND</u>		First Name: <u>Candy</u> MI: <u>FL</u> Last Name: <u>Hansard</u>	
Organization: 		Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.		I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting
Valparaiso First Baptist Church <i>Meeting Location</i> August 27, 2009 <i>Meeting Date</i> <input type="checkbox"/> I wish to make an oral public comment. First Name: <u>Shirley</u> Last Name: _____ Organization: _____ <div style="background-color: black; height: 100px; width: 100%; margin-top: 5px;"></div>	Valparaiso First Baptist Church <i>Meeting Location</i> August 27, 2009 <i>Meeting Date</i> <input type="checkbox"/> I wish to make an oral public comment. First Name: <u>Dorothy</u> MI: <u>M.</u> Last Name: <u>Burroughs</u> Organization: _____ Phone: _____ Email: _____ Mailing Address: _____ City: _____ State: _____ Zip Code: _____
<input type="checkbox"/> I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. <input type="checkbox"/> I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	<input type="checkbox"/> I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. <input type="checkbox"/> I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting
Valparaiso First Baptist Church <i>Meeting Location</i> August 27, 2009 <i>Meeting Date</i> <input type="checkbox"/> I wish to make an oral public comment. First Name: <u>FOREST</u> MI: <u>C</u> Last Name: <u>BOWLING</u> <div style="background-color: black; height: 100px; width: 100%; margin-top: 5px;"></div>	Valparaiso First Baptist Church <i>Meeting Location</i> August 27, 2009 <i>Meeting Date</i> <input type="checkbox"/> I wish to make an oral public comment. First Name: <u>James</u> MI: <u>C</u> Last Name: <u>CHARLES</u> <div style="background-color: black; height: 100px; width: 100%; margin-top: 5px;"></div>
<input type="checkbox"/> I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. <input type="checkbox"/> I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	<input type="checkbox"/> I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. <input type="checkbox"/> I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.


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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Dennis</u> MI: <u>50</u> Last Name: <u>Beachem</u>	
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Fred</u> MI: <u> </u> Last Name: <u>Beachem</u>	
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Lilly</u> MI: <u> </u> Last Name: <u>Bohler</u>	
	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Marcena</u> MI: <u>S</u> Last Name: <u>Bohler</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	


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Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>	Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment First Name: <u>Martha/Tom</u> MI: <u>MI</u> Last Name: <u>Woodcock</u> 		<input type="checkbox"/> I wish to make an oral public comment First Name: <u>Michael</u> MI: <u>MI</u> Last Name: <u>Albright</u> Organization: _____ Phone: _____ Email: _____ 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.		I wish to receive the <u>Monthly Newsletter</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	
Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting Valparaiso First Baptist Church <i>Meeting Location</i> August 27, 2009 <i>Meeting Date</i> <input checked="" type="checkbox"/> I wish to make an oral public comment First Name: <u>John</u> MI: <u>MI</u> Last Name: <u>Cornif</u> Organization: _____ Phone: _____ Email: _____ 		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting Valparaiso First Baptist Church <i>Meeting Location</i> August 27, 2009 <i>Meeting Date</i> <input type="checkbox"/> I wish to make an oral public comment First Name: <u>JOHN</u> MI: <u>MI</u> Last Name: <u>DALEY</u> Organization: _____ 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input checked="" type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.		I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	


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Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment.	
First Name: <u>Bernard & Wendy</u> MI: <u>MI</u> Last Name: <u>Snyder</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment.	
First Name: <u>Mike</u> MI: <u>MI</u> Last Name: <u>Morse</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment.	
First Name: <u>George</u> MI: <u>MI</u> Last Name: <u>Nelson</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.	

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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Ed J. Jett</u> MI: <u>MI</u> Last Name: <u>Lawner</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Pat</u> MI: <u>MI</u> Last Name: <u>Kub</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Pat</u> MI: <u>MI</u> Last Name: <u>Johnson</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.	

Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church <i>Meeting Location</i>	August 27, 2009 <i>Meeting Date</i>
<input type="checkbox"/> I wish to make an oral public comment	
First Name: <u>Pat</u> MI: <u>MI</u> Last Name: <u>Liming</u>	
Organization: 	
I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail.	
I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input type="checkbox"/> an Executive Summary with CD.	

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Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting		Eglin BRAC Supplemental EIS Eglin AFB, FL - Public Scoping Meeting	
Valparaiso First Baptist Church Meeting Location	August 27, 2009 Meeting Date	Valparaiso First Baptist Church Meeting Location	August 27, 2009 Meeting Date
<input type="checkbox"/> I wish to make an oral public comment First Name: <u>NOWA</u> MI: <u>MOORE</u> Last Name: <u>MOORE</u> Organization: <u>WLF Daily News</u> Phone: <u>MONAMENWLDailyNews.com</u> Email: <u>MONAMENWLDailyNews.com</u> Mailing Address: _____ City: _____ State: _____ Zip Code: _____ I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.		<input type="checkbox"/> I wish to make an oral public comment First Name: <u>Del</u> MI: <u>LESSARD</u> Last Name: <u>LESSARD</u> Organization: <u>Bay Beacon</u> Phone: <u>678-1080</u> Email: <u>del@baybeacon.com</u> Mailing Address: <u>1181 E John Sims Pkwy</u> City: <u>Niceville</u> State: <u>FL</u> Zip Code: <u>32578</u> I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.	
Valparaiso First Baptist Church Meeting Location <input type="checkbox"/> I wish to make an oral public comment First Name: <u>KENNETH</u> MI: <u>P</u> Last Name: <u>WALSH</u> Organization: <u>WFTW, NEWSTALK 1260</u> Phone: <u>368-2343</u> Email: <u>ken@wftw.com</u> Mailing Address: <u>49 LOWWOOD DRIVE</u> City: <u>SMITHVILLE</u> State: <u>FL</u> Zip Code: <u>32579</u> I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.		Valparaiso First Baptist Church Meeting Location <input type="checkbox"/> I wish to make an oral public comment First Name: <u>Frederick</u> MI: <u>L</u> Last Name: <u>Aschauer</u> [Redacted Address] I wish to receive the <u>Monthly Newsletter</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> via e-mail <input checked="" type="checkbox"/> notice of a downloadable web copy via e-mail. I wish to receive the <u>Draft and Final SEIS</u> (check one) <input type="checkbox"/> no copy <input checked="" type="checkbox"/> notice of a downloadable web copy/library availability via e-mail <input checked="" type="checkbox"/> an Executive Summary with CD.	

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[illegible]




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Written Comments Received at Scoping Meetings

Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>Navarre</u>	DATE: <u>8/25/09</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<p><u>I appreciate the opportunity to learn more about the BRAC impact on my community. Thank you for coming.</u></p> <p><u>I am very disappointed that our county officials were not here to speak on behalf of the county.</u></p> <p><u>We had 2 private citizens speak and I appreciate their comments.</u></p>	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>Sherry DelCastillo</u>	
Organization: 	
Address: 	
City/State/Zip: 	
<input type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.	
<p>Please mail this form to:</p> <p>EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498</p>	

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>Navarre</u>	DATE: <u>8/25/09</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<p><i>I have lived beside military bases for 62 years and worked for them for 39 years. I have seen the effects of a BRAC closure on a community as well as the built-up of operations. The sounds of weapons firing on ranges and aircraft overhead are comforting to me as I view them as the sounds of freedom and safety. I would welcome a flight pattern over Navarre.</i></p>	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>Linda R. Wagoner</u>	
Organization: _____	
Address: _____	
City/State: _____	
<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.	
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS									
LOCATION: <u>NAVARRE</u>	DATE: <u>26 AUG 09</u>								
THANK YOU FOR YOUR INPUT.									
PLEASE PRINT LEGIBLY.									
<p><u>AS A HOMEOWNER IN HOLLEY BY THE SEA I HAVE</u> <u>MAJOR CONCERNS ABOUT ANY INCREASE OF AIR FORCE NOISE.</u> <u>CURRENTLY WE ENDURE GUNSHIP LIVE FIRE TRAINING, ORBITS,</u> <u>SPECIAL TEAM TRAINING USING HOLLEY FIELD AND MUNITIONS</u> <u>TRAINING. WE HEAR EVERYTHING. IT IS REASONABLE FOR ME</u> <u>TO ASSUME THAT THIS WILL BRING MORE UNWANTED NOISE.</u> <u>I AM AGAINST ANY USE OF CHOCTAW OR HOLLEY FIELD</u> <u>FOR ANY NEW OPERATIONS. NOISE AND SAFETY WILL BE</u> <u>A BURDEN. THANK YOU</u></p>									
**** continue on back for more space ****									
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Name: <u>THOMAS JOSUWEIT</u></td> <td style="width: 50%;"></td> </tr> <tr> <td>Organization:</td> <td></td> </tr> <tr> <td>Address:</td> <td></td> </tr> <tr> <td>City/State:</td> <td></td> </tr> </table>		Name: <u>THOMAS JOSUWEIT</u>		Organization:		Address:		City/State:	
Name: <u>THOMAS JOSUWEIT</u>									
Organization:									
Address:									
City/State:									
<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.									
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498									

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>NAVARRE CONFERENCE CENTER</u>	DATE: <u>8/24/09</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<p><u>I WAS SURPRISED TO SEE THAT THERE WAS NO REPRESENTATION FROM ANY OF THE LOCAL BUSINESSES OR FROM THE NAVARRE CHAMBER OF COMMERCE. I WOULD OF THOUGHT THAT IF CHOCTAW FIELD WAS BEING CONSIDERED, SOMEONE FROM THE COUNTY OR LOCAL REPRESENTATIVE WOULD HAVE MADE AN APPEARANCE.</u></p>	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>TYRO D. SANDRI</u>	
Organization:	
Address:	
City/State/Zip:	
<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.	
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>Navarre</u>	DATE: <u>Aug 25, 2009</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<p><u>I think the Choctaw alternative is an excellent choice for the F-35's. It would alleviate traffic problems with travel to Eglin area and would fit well with the future plans for Highway 98 Bypass.</u></p> <p><u>I will support the F-35 wherever the Air Force decides to bed down</u></p> <p><u>Thank You</u></p>	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>David Swinford</u>	
Organization:	
Address:	
City/State:	
<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.	
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>NAVARAE</u>	DATE: <u>8/25/09</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
① IT WAS DISAPPOINTING TO ME TO SEE NO PARTICIPATION/ ATTENDANCE BY OUR SANTA ROSA COUNTY ELECTED OFFICIALS AND CHAMBER OF COMMERCE.	
② RELATIVE TO ALTERNATIVE 3 - CHOCTAW FIELD: HAS IT BEEN STUDIED HOW THE "PROPOSED ALTERNATE HWY 98" COULD HELP THE ONE HOUR COMMUTE FROM THE ACADEMIC TRAINING FACILITIES AT EGLIN MAIN? WOULD THE IMPLEMENTATION OF THIS ALTERNATIVE 3 SPEED UP THE PROCESS OF BUILDING SUCH A NEW HIGHWAY? WOULD FUNDING BECOME MORE READILY AVAILABLE? IS THIS A "SHOVEL READY" PROJECT UNDER PRESIDENT OBAMA'S ADMINISTRATION?	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>MATTHEW S. TANKERSLEY</u>	
Organization: [REDACTED]	
Address: [REDACTED]	
City/State/Zip: [REDACTED]	
<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.	
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>NW FSC</u>	DATE: <u>26 Aug 2009</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<p><i>Mitigate the aggregate noise impact by sharing beddown between a 1420s 1420 or 1423</i></p> <p><i>It would enhance traffic flow allow continued commercial use of VPS without significant impact, and enhance flight safety by reducing traffic over a single airfield)</i></p>	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name:	<u>Henry R. Gross, Jr</u>
Organization:	[REDACTED]
Address:	[REDACTED]
City/State/Zip:	[REDACTED]
<input type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.	
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS									
LOCATION: <u>Niceville</u>	DATE: <u>8/26/09</u>								
THANK YOU FOR YOUR INPUT.									
PLEASE PRINT LEGIBLY.									
<p><i>Thank you for holding these public meetings. My family and I are concerned about the value of our home.</i></p>									
*** continue on back for more space ***									
Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.									
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="padding: 2px;">Name:</td> <td><u>Dan Macrie</u></td> </tr> <tr> <td style="padding: 2px;">Organization:</td> <td></td> </tr> <tr> <td style="padding: 2px;">Address:</td> <td></td> </tr> <tr> <td style="padding: 2px;">city/state/zip:</td> <td></td> </tr> </table>		Name:	<u>Dan Macrie</u>	Organization:		Address:		city/state/zip:	
Name:	<u>Dan Macrie</u>								
Organization:									
Address:									
city/state/zip:									
<input type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input checked="" type="checkbox"/> No, do not include my name and address on the mailing list.									
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPATTS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498									

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Question regarding Eglin F-35 SEIS Public Scoping Meeting

This question addresses the future ability of the Eglin Range Complex to support all of its currently assigned missions. Initially, the Eglin Complex should be able to accommodate the F-35, 75FG, and 46 Test Wing missions as well as all other currently assigned missions. However, as the F-35 numbers increase, the growing flight training mission will, I believe, overflow the Eglin Complex capacity. We have heard that computer models used to manage land and water range airspace show that, at some point in time, even with only 59 F-35 aircraft, the 46 Test Wing Test & Evaluation mission cannot be fully supported when combined with the 75FG and F-35 training missions. I.e., there are either not enough hours in the day or available range airspace to deconflict mission requirements. This was a problem for the Final EIS (Oct 2008) contractor who stated airspace allocation difficulties in Appendix K with their computer models.

The loss of the 46 Test Wing mission at some point would have grave negative and wide-ranging implications for all communities surrounding Eglin. The Eglin Air Armament Center, which is an extremely successful organizational model that the other Services are emulating, has Research (Air Force Research Lab), Development & Acquisition (Weapon SPOs) and Test & Evaluation (46 Test Wing) capabilities at one location. If Eglin were to lose the Test & Evaluation mission, the AF Research Lab and SPOs would have no reason to remain and would almost certainly revert to their previous location (Wright-Patterson AFB) in time. In the process, local communities would lose the high paid military and civilian scientist, engineer, management, procurement and support contractor jobs that have fueled Okaloosa County's growth and prosperity. The SEIS should evaluate the potential long-term negative Socioeconomic impact of the above scenario as well as the more usual environmental issues.

Robert Webb - Valparaiso

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Question regarding Eglin F-35 SEIS Public Scoping Meeting

Twenty four hour average noise levels (DNL) are very difficult terms for average citizens to conceptualize. Although the DNL is an accepted standard term for aircraft noise in general, the fact that military jet engines are much noisier than civilian jet engines makes the DNL measurement less and less representative of the actual aircraft noise impact as one moves closer to the flight path of a military airfield. In other words, the short-term average noise during the aircraft pass, or Sound Exposure Level (SEL), is of far more "value" to a citizen than a long-term average, or DNL, in understanding the actual disruption to their lives. In that light, can the SEIS provide nominal F-35 SEL noise levels at various slant ranges (out to perhaps 2 miles and the typical altitudes flown)?

Robert Webb – Valparaiso

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Public Scoping Meeting Written Comment Form
Eglin BRAC Supplemental EIS

LOCATION: Valparaiso Baptist Church DATE: 8/22/09

THANK YOU FOR YOUR INPUT.

PLEASE PRINT LEGIBLY.

Why was the clear zone Reports not issued or required each 6 years, when I purchased my house in 1991 "in the clear zone" I found out last year. Now Properties are devalued as the result of this process.

*** continue on back for more space ***

Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.

Name: WAYNE RENIER
Organization: _____
Address: _____
city/state/zip: _____

- ☒ Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SES.
- ☐ No, do not include my name and address on the mailing list.

Please mail this form to:

EGLIN AFB PUBLIC AFFAIRS
ATTN: MIKE SPAITS
101 WEST D. AVENUE, SUITE 110
Eglin AFB, FL 32542-5498

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>First Baptist Church Valparaiso, FL</u>	DATE: <u>8-27-09</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
1) How can you propose to make houses uninhabitable due to noise in excess of 85 db not being able to be dampened to a level that can be lived with? 2) How can you cause such devastation without any responsibility to negate or compensate the homeowner's loss? 3) Why would you close Wolverine Softball park rather than work with the community on suggested changes that could have kept it in use? 	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>Tom & Martha Woodcock</u>	
Organization: [REDACTED]	
Address: [REDACTED]	
City/State/Zip: [REDACTED]	
<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.	
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	

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Public Scoping Meeting Written Comment Form
Eglin BRAC Supplemental EIS

LOCATION: Valderriso

DATE: 8-27-09

THANK YOU FOR YOUR INPUT.

PLEASE PRINT LEGIBLY.

My concern is that I won't be able to sell or live in my house after F-35 activities commence.
My other concern is that I may not be able to live in or rent my condo in the Destin area, due to F-35 activities

**** continue on back for more space ****

Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.

Name: Rece. Howley
Organization: _____
Address: _____
city/state/zip _____

☒ Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS.
☐ No, do not include my name and address on the mailing list.

Please mail this form to:
EGLIN AFB PUBLIC AFFAIRS
ATTN: MIKE SPAITS
101 WEST D. AVENUE, SUITE 110
Eglin AFB, FL 32542-5498

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Appendix F

*Scoping Meeting Registration Cards and
Written Comments Received at Scoping Meetings*

Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>Valparaiso</u>	DATE: <u>8/27/2009</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<p><i>We support the F-35s - all of them. Thank you for choosing Eglin AFB.</i></p>	
**** continue on back for more space ****	
Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.	
Name: <u>Sandy D'Amico</u> Organization: _____ Address: _____ city/state/zip: _____	
<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.	
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	


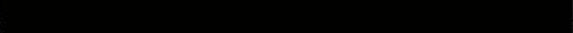

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Appendix F

Scoping Meeting Registration Cards and
Written Comments Received at Scoping Meetings

Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>Valperiso</u>	DATE: <u>08.27.09</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<u>Bring them all on.</u> <u>We are behind you</u> <u>all the way</u>	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>Roy M Dilliro</u>	
Organization: 	
Address: 	
City/State/Zip: 	
<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS.	
<input type="checkbox"/> No, do not include my name and address on the mailing list.	
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>Valparaiso</u>	DATE: <u>27 Aug 09</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<div style="border: 1px solid black; min-height: 150px; margin-bottom: 10px;"> <p style="font-size: 1.2em; margin-top: 10px;">Alternatives which protect property values in the city of Valparaiso will receive the support of residents of that city.</p> </div>	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>William Barker</u>	
Organization:	
Address:	
city/state/zip:	
<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.	
<p>Please mail this form to:</p> <p>EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498</p>	

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Comment regarding Eglin F-35 SEIS Public Scoping Meeting

I feel compelled to make a personal statement about the F-35 deployment to Eglin. I am not against aircraft and, in fact, I, and many others in this room, have made Eglin AFB and its aircraft their careers. I favor progress. As a research engineer, progress and new technology were my main products.

The F-35 will bring positive economic input to Okaloosa County to replace the loss of the 33rd TFW F-15s. I say it again.... Positive economic input to ALL of Okaloosa County. Actually, the Army 7 SFG will more than economically replace the 33rd with the F-35 providing SURPLUS stimulus. But there are always downsides and negative impacts for progress and growth.....loss of woodland areas, increased auto traffic, denser population, etc.

In the case of the F-35 arrival, up to this point in time, the people of, and the City of Valparaiso have taken almost the FULL BRUNT of the negative impacts of the F-35 deployment.....Very high noise levels, lower housing values, lower quality of life, massive changes in city layout, tax revenue problems, etc.

I have been absolutely appalled at the way other municipal government entities in the area, particularly the County Commission have heartlessly sacrificed Valparaiso residents' quality of life for their own gain. The just completed JLUS has only minor suggested changes for all other entities while Valparaiso has MASSIVE changes mandated. Look at the JLUS for yourself. It's on the web.

Where am I going with this? Here is the point. Since the F-35 will bring upside economic gain to the whole area population, then the negative impacts from the F-35 should be equally shared also. Crestview wants and "needs" the F-35 so they should be willing to accept some additional noise from the aircraft flying in and out of Duke Field. The same thing goes should the Air Force decide to utilize Choctaw Field to some extent.

I would ask the Air Force, in their SEIS and ROD deliberations, to "share the downside wealth" and offload some of the noise of an admittedly very loud aircraft with our neighbors. Valparaiso wants the F-35.....We just don't want it ALL.

Robert Webb

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Question regarding Eglin F-35 SEIS Public Scoping Meeting

This question has two parts.

- a. It pertains to Eglin Range Complex scheduling priorities and what the relative priorities for the various missions will be in the future. In other words, what will be the mix of training and Test & Evaluation missions that the SEIS studies?

When mission requirements are put into the scheduling process and all requirements cannot be supported, which missions will be non-scheduled?
- b. It is important for the SEIS to include the maximum mission requirements workload for the ultimate number of F-35 aircraft that will be stationed at Eglin, not an intermediate flight ops load that we already know will be exceeded when the full allocation of aircraft is here and fully engaged in training. Use of near-term ops data will result in falsely low (and inaccurate) noise contours. The 2nd ROD will be based on the SEIS data so the SEIS must accurately model the long term, steady-state F-35 ops level. The initial F-35 deployment start-up transient will last only 5 years whereas the aircraft will be here in operation for an additional 30 years or more.

Robert Webb

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27 August 2009

Reference Page 9: F-35 Eglin Public Scoping Meeting.

From this chart, it appears that the projected number of annual flight operations have decreased from 240,000 a year to 150,000. This is almost a 40% decrease and I am skeptical of the new estimate. An accurate estimate for the number of yearly sorties is critical and I believe is one of the most important inputs into the noise model. If this number is reduced without realistic justification, then the SEIS and associated ROD will be skewed for a result on paper but one that would have no meaning in the real world.

What has led the Air Force to reduce the number of flight operations so dramatically for the same number of aircraft? If it is because of trained F-16 and F15 pilots cross training, then I contend this pool will soon disappear. If the restriction is only for the near term before all aircraft are available, then it is misleading. Will you attach or release an abbreviated training syllabus that justifies the reduced flight operations? If the training syllabus is not mature enough for release then how can it be mature enough to form the basis for the number of flights needed for an SEIS and subsequent ROD? What happens if after the ROD is signed, the Air Force decides to increase the flight operations to near the 240,000 number? Would the ROD still be valid? I would contend the ROD has to be associated with specific noise contours or number of flights or the SEIS and ROD processes are invalid and do not meet the intention of the corresponding regulation. I firmly believe the only reasonable answer is the basing of the aircraft either at Duke or Choctaw fields.

Submitted by Claude and JoAnne Connell [REDACTED]

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS					
LOCATION: <u>Valparaiso</u>	DATE: <u>8/27/09</u>				
THANK YOU FOR YOUR INPUT.					
PLEASE PRINT LEGIBLY.					
<p>All of the alternatives are based on using existing airfields, with or without modifications. Many citizens have questioned why the Air Force can't build a new field "in the middle of nowhere" some place in the heart of the Eglin reservation. The perception is that as large an area as Eglin occupies, surely it ought to be possible to build a new field far enough away from population centers (the existing fields are near the edges and/or cities, except Dade which has problems of its own) that the F-35 won't bother anyone. Unless a "middle of nowhere" alternative is examined, opponents will continue to contend that the SEIS has not explored all possible solutions to the noise issue.</p> <p style="text-align: right;">(over →)</p>					
**** continue on back for more space ****					
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>					
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr><td style="padding: 2px;">Name:</td></tr> <tr><td style="padding: 2px;">Organization:</td></tr> <tr><td style="padding: 2px;">Address:</td></tr> <tr><td style="padding: 2px;">City/State/Zip:</td></tr> </table>		Name:	Organization:	Address:	City/State/Zip:
Name:					
Organization:					
Address:					
City/State/Zip:					
<input type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.					
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPATTS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498					

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Developing a "middle of nowhere" alternative (or
more than one) then explaining why it wouldn't
work (mission conflicts, environmental constraints, cost, etc.)
will end this particular criticism.
Just a thought.

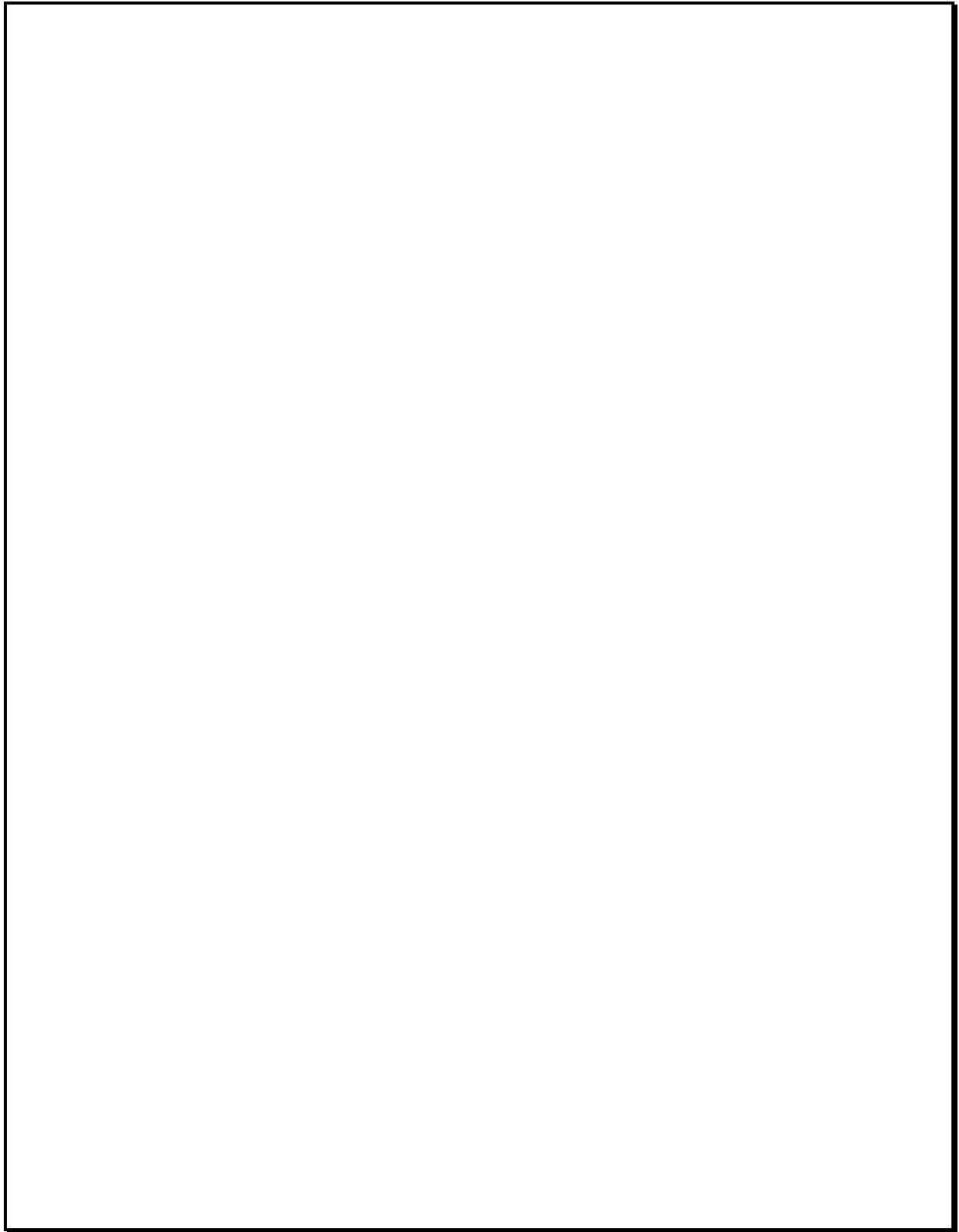
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APPENDIX G

**SCOPING MEETINGS TRANSCRIPTS AND ORAL
COMMENTS**



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SCOPING MEETING
EGLIN SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT
CRESTVIEW COMMUNITY CENTER
1446 COMMERCE DRIVE
CRESTVIEW, FLORIDA 32539
AUGUST 24, 2009

Transcript of public scoping meeting held August 24, 2009, 6:05 p.m. to 6:35 p.m., at Crestview Community Center, Crestview Florida. Reported by Pamela S. Dietrich, Court Reporter, Notary Public in and for the State of Florida.

APPEARANCES:

MIKE SPAITS

Eglin Air Force Base Public Affairs

RANDALL ROWLAND

Civil Engineering Group

Environmental Management Division

Eglin Air Force Base

COL. BRUCE McCLINTOCK

Commander 96 Air Base Wing

Eglin Air Force Base

JENNIFER GEESLIN

ICF International

PAMELA S. DIETRICH, COURT REPORTER

P.O. BOX 308

DEFUNIAK SPRINGS, FL 32435

PH: 850-951-2209 FAX: 850-951-2728

EMAIL: pdietrich@peoplepc.com

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8	Randall Rowland.....	7
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1 SCOPING MEETING

2 MS. GEESLIN: Welcome to the first of a week
3 long of scoping meetings for the Eglin BRAC
4 Supplemental Environmental Impact Statement. We are
5 glad that all of you could come out and join us this
6 evening, and if you would before we get started, if
7 you have a Blackberry, pager, cell phone, any of
8 those things of the electronic nature that we all
9 hate but we all seem to have one, if you would turn
10 it to the off or vibrate position, that would be
11 great. We would appreciate it.

12 In case you have an emergency, we do have -- I
13 feel like a flight attendant when I do this, but we
14 do have two emergency exits on either side, so just
15 go down the aisle and pick the way you want to go.
16 Hopefully the opposite way of your neighbor so we
17 can all go different directions if something were to
18 happen.

19 But as you probably know, we have a court
20 reporter with us this evening who is going to be
21 recording the meeting for us so we have an accurate
22 record of each of our meetings this week, which is
23 why we want your phones off so we can make sure she
24 can hear everything.

25 We are going to do a brief presentation. At

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1 the end of the presentation, we will take a little
2 quick five-minute break or so, and then we will come
3 back and will hear any public comments. Right now,
4 we haven't had anybody sign up, so you might have
5 some questions or comments you would like to make
6 after you hear the presentation.

7 So without further ado, I will turn it over to
8 Mike Spaits who is with Eglin Air Force Base Public
9 Affairs. Mike.

10 MR. SPAITS: Thanks, Jennifer. Good evening
11 and welcome to the scoping meeting for the SEIS
12 associated with the F-35 Joint Strike Fighter, or
13 JSF, component of the Eglin BRAC Program. This
14 scoping meeting serves as one of several
15 opportunities for public comment and involvement as
16 part of the environmental process.

17 To ensure we develop an accurate public record,
18 our presentation this evening will be in a scripted
19 format. This meeting is designed to provide you an
20 opportunity to become familiar with the proposed
21 actions and alternatives associated with this
22 project and to provide you with an opportunity to
23 comment and ask questions.

24 Before I turn the floor over to our panel
25 speaker, I would first like to introduce Colonel

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1 Bruce McClintock, Commander 96 Air Base Wing, for
2 some welcoming remarks.

3 COL. MCCLINTOCK: Thanks, Mike. Can everybody
4 hear me okay if I talk here from the floor? Can you
5 hear me back there? Okay. Well, thank y'all for
6 taking the time to come out tonight investing your
7 time in our shared community. It's my privilege to
8 be here on behalf of General Davis, the Armament
9 Center Commander.

10 And somebody also had asked me the question,
11 Well, why are we here? Well, we are here to take
12 your input into the Environmental Impact Statement
13 planning process for the beddown of Joint Strike
14 Fighters at Eglin Air Force Base. Your inputs are
15 important to us. We've heard what you've had to say
16 in the past, and that's why we are conducting a
17 Supplemental Environmental Impact Statement. So we
18 hope that you'll take some time tonight to either
19 make some public inputs here verbally, or if you
20 would like, you may make written inputs.

21 Now, I do want to mention to you there's some
22 recent information that some of you may have heard
23 about, but just to be clear, the Record of Decision
24 following this Supplemental EIS that we are
25 conducting here at Eglin will only make a decision

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1 for 59 aircraft to satisfy BRAC law. The Air Force
2 has elected to defer a decision on additional
3 aircraft until a later date.

4 Let me explain a little bit about how that will
5 happen. Our basic decisions for future beddown of
6 the F-35 will be analyzed through a formal
7 environmental analysis. Currently, the Senior
8 Basing Executive Steering Group, which is at the
9 Pentagon, is working to finalize basic criteria for
10 both operational and future training bases in a way
11 that recognizes their different requirements.

12 The Air Force anticipates the candidate basing
13 list will be completed and released by October, and
14 once announced, the Air Force will begin the formal
15 environmental analysis of preferred locations for
16 the initial JSF operational bases, as well as the
17 next increment of training bases. We expect that
18 announcement of eligible bases to occur in the
19 spring of 2010.

20 And, finally, it's expected that in the
21 calendar year 2011 the Air Force will have a Final
22 Environmental Impact Statement, a Record of
23 Decision, and an announcement upon the final basing
24 decision for supplemental entrenching of Joint
25 Strike Fighters.

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1 Without further ado, I'll turn it over to our
2 team for their remarks. Welcome, again. Thank you.

3 MR. SPAITS: Thank you, Colonel. Now I would
4 like to introduce you to Randall Rowland from the
5 Eglin Air Force Base Environmental Management
6 Division. Randall will discuss the National
7 Environmental Policy Act, better known as NEPA, the
8 purpose of holding scoping meetings, a brief project
9 background, the purpose of the SEIS, the
10 environmental process, and the candidate
11 alternatives. After the presentation, we will take
12 a short five-minute break before beginning the
13 public comment portion of the meeting. Randall.

14 MR. ROWLAND: Thank you, Mike. As Mike said,
15 I'm Randall Rowland. I'm here to give you a brief
16 overview of NEPA and the background and status of
17 this project.

18 The National Environmental Policy Act, more
19 commonly referred to as NEPA, is a federal law that
20 requires federal agencies to identify and consider
21 the environmental effects of implementing a federal
22 action and a range of reasonable alternatives.
23 Discussions on the effects of the alternatives on
24 human health and the environment must be included
25 and a concise Record of Decision, or ROD, must be

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1 prepared.

2 The environmental analysis for this proposal
3 will result in a Supplemental Environmental Impact
4 Statement and comply with the NEPA law, its
5 implementing regulations written by the President's
6 Council on Environmental Quality, and the Air
7 Force's environmental impact analysis process, all
8 of which contain detailed requirements for preparing
9 environmental impact statements.

10 Additionally, as required by NEPA, the Air
11 Force must inform the public of the proposed action
12 and alternatives and encourage public input during
13 the environmental analysis process. Public scoping
14 helps to identify public issues early in the process
15 and familiarize the public with the proposed action
16 and the alternatives.

17 The Record of Decision, or ROD, signed February
18 5th of 2009 implemented only a portion of the 2008
19 Eglin BRAC EIS Alternative 1, which includes the
20 beddown of 59 F-35 Primary Assigned Aircraft, or
21 PAA, associated cantonment construction, and limited
22 flight training operations until a Supplemental EIS
23 has been completed and the Air Force has decided how
24 best to proceed. The initial basing of the Joint
25 Strike Fighter and beddown of 59 F-35 Primary

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1 Assigned Aircraft with associated limited training
 2 operations will meet the minimum training
 3 capabilities that the BRAC Commission of 2005
 4 requires by September 15th, 2011.

5 Subjects to be addressed in this Supplemental
 6 EIS are where the maximum supportable number of F-35
 7 aircraft may ultimately beddown on the Eglin
 8 Reservation, how they might be operated, and the
 9 degree to which other mitigation measures are
 10 possible.

11 The SEIS will analyze operational alternatives
 12 and mitigations for the 59 aircraft authorized to be
 13 delivered, as well as up to an additional 48 Air
 14 Force F-35 aircraft not authorized for delivery to
 15 Eglin under the February 5th, 2009 ROD.

16 The Supplemental EIS will expressly consider
 17 new parallel runways or an additional runway
 18 alternative within the Eglin Reservation and as
 19 previously suggested by members of the public. The
 20 Air Force has determined that the purposes of NEPA
 21 would be furthered by ensuring that information on
 22 the environmental impact of the proposed basing of
 23 59 F-35 Primary Assigned Aircraft and additional 48
 24 F-35 Primary Assigned Aircraft are available to the
 25 Air Force, public officials, and citizens before

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1 decisions are made and before actions are taken.

2 The primary purposes of the SEIS is as follows:
3 To analyze the environmental impacts of alternative
4 facilities to support the F-35 and pilot flight
5 training within the Eglin Reservation in addition to
6 the Eglin Main alternatives addressed in the 2008
7 Eglin BRAC Final EIS, but still on the Eglin
8 Reservation; to analyze additional alternatives
9 addressing the proposed distribution of the JSF
10 flight operations; to examine additional mitigations
11 for flying the allowed 59 F-35 aircraft; to examine
12 impacts and mitigations associated with bedding down
13 up to two additional proposed Air Force squadrons
14 totaling an additional 48 Air Force F-35 aircraft;
15 and to examine the possibility of constructing
16 additional runways, hangar sites, and other options.

17 Since the completion of the Final EIS in
18 October 2008, the JSF syllabus has been revised.
19 Training requirements continue to mature, which has
20 resulted in a reduction in estimated annual flight
21 operations for 107 aircraft from a total of 240,000,
22 as analyzed in the Final EIS, to 150,000.
23 Additionally, the Air Force has decided that the
24 September 2010 SEIS ROD will make a decision on the
25 final beddown location and operation of the initial

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1 59 F-35 Primary Assigned Aircraft previously
2 identified to implement the BRAC requirement.
3 Basing decisions for beddown of up to 48 additional
4 F-35 Primary Assigned Aircraft will be part of a
5 future decision.

6 The graph shown on this slide represents the
7 potential F-35 delivery schedule. As you can see,
8 the delivery of 59 aircraft to Eglin Air Force Base
9 is not scheduled to be completed until approximately
10 2014. If up to two additional Air Force squadrons
11 were beddown, this would not occur until after 2014.
12 The delivery of additional aircraft associated with
13 the additional Air Force squadron is pending future
14 Air Force decision.

15 The Supplemental EIS will evaluate the
16 following: Potential construction of new runways;
17 flight operation distribution among available
18 airfields; up to two additional Air Force squadrons,
19 which includes up to 48 additional aircraft and
20 associated hangars; and potential mitigations
21 associated with construction and flight operation
22 activities.

23 As required by NEPA, the Air Force must
24 identify and analyze reasonable alternatives to the
25 proposed action. The reasonable alternatives are

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1 alternatives that would meet the Air Force's
2 underlying purpose and need for the proposed action.
3 Also required by NEPA, the Air Force must consider
4 the no action alternative or an alternative
5 considering no changes to Eglin Air Force Base. The
6 no action alternative would consist of 59 aircraft
7 with limited flight operations, as approved by the
8 February 2009 Record of Decision.

9 In front of you is the schedule for the
10 Supplemental EIS. You can see that the Air Force
11 published a Notice of Intent to prepare the SEIS in
12 the Federal Register on August 6, 2009. The Air
13 Force is holding a scoping meeting tonight, and
14 again tomorrow night in Navarre, August 26th in
15 Niceville, and August 27th in Valparaiso. Please
16 note that scoping is an ongoing process, and we will
17 gather information of the affected environment,
18 refine the proposed action and alternatives, and
19 then analyze the potential impacts to a variety of
20 resource areas.

21 When we complete analysis, we will publish the
22 results as a Draft SEIS in the spring of 2010 and
23 send it out for a 45-day public review and comment.
24 During this period, we will hold public hearings to
25 review our findings and receive comments. Finally,

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1 we will respond to comments, modify the SEIS if
2 needed, and publish the final document in August of
3 2010. Thirty days after the Final SEIS is released
4 to the public, the Air Force expects to sign a
5 Record of Decision stating what the Air Force's
6 decision was and whether all practical measures to
7 avoid or minimize environmental harm have been
8 addressed, among other issues. The Air Force
9 expects preparation of the Final SEIS and the
10 signing of a Record of Decision to be completed in
11 September of 2010.

12 The candidate alternatives may be further
13 refined by evaluating airfield operational
14 feasibility and range sustainment; JSF requirements;
15 physical requirements for potential new runways;
16 land use compatibility, including noise impacts; and
17 environmental considerations. Currently, the Air
18 Force is considering three alternative locations to
19 serve as main operating base for JSF flight
20 operations, in addition to the no action
21 alternative.

22 Each of these alternatives has a variety of
23 associated sub-alternatives which consider different
24 runway configurations and/or airfields that will be
25 used as outlying fields or OLFs. All alternatives

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1 and sub-alternatives carried forward for analysis
2 would examine JSF flight operations without the
3 limitations applied under the no action alternative.

4 Please note that the new runway configurations
5 shown in the following slides are general locations.
6 Also, these alternatives and sub-alternatives, with
7 the exception of the no action alternative, are only
8 under consideration at this time and may not all be
9 carried forward for analysis in the Draft
10 Supplemental EIS as additional screening criteria
11 may be applied.

12 There are eight sub-alternatives being
13 considered at Eglin Main under Alternative 1.
14 Alternative 1A: Under this sub-alternative, the
15 runway configuration of Eglin Main does not change.
16 Duke Field and Choctaw Field would serve as outlying
17 fields.

18 Alternative 1B: This sub-alternative requires
19 significant changes to Eglin Main, to include
20 building a new runway. Current considerations
21 include wetlands, streams, and the Okaloosa Darter.
22 It would also require major movements of Eglin
23 infrastructure and assets, such as the munitions
24 storage area.

25 Alternatives 1C, D, and E: These

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1 sub-alternatives are for Eglin Main and would expand
2 Eglin Main by building two parallel runways to the
3 northwest. The difference between these
4 sub-alternatives is the use of different outlying
5 fields. Some considerations associated with these
6 sub-alternatives are site constraints due to
7 adjacent streams and roads, relocation of high
8 voltage lines, and potential effects on wetlands,
9 streams, and the Okaloosa Darter. Additionally,
10 these alternatives could cause a potential increase
11 in noise over the city of Shalimar.

12 These three sub-alternatives, 1F, G, and H, are
13 for Eglin Main, could be implemented with any of the
14 other alternatives or sub-alternatives currently
15 under consideration.

16 Sub-alternative 1F includes modifying Runway
17 1-9 by creating a displaced threshold, which reduces
18 the runway length by 1,000 feet on the north end.
19 This would allow the aircraft to be higher over
20 adjacent communities prior to landing, but is not
21 likely to significantly reduce noise impacts to the
22 surrounding areas.

23 Sub-alternative 1G does not change the Eglin
24 Main runway configuration. It would require the
25 approaching aircraft to enter the airspace at a

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1 higher attitude.

2 Under Sub-alternative 1H, Runway 1-9 would be
3 extended 2,000 feet to the south. This would allow
4 the aircraft to be higher over northern communities
5 prior to landing, but would potentially create an
6 increase in noise on southern communities.
7 Additionally, this sub-alternative would displace
8 existing Eglin functions and assets and would
9 require navigational aids to be placed in
10 Choctawhatchee Bay.

11 The second alternative, Duke Field, which
12 consists of five sub-alternatives: Alternatives 2A,
13 B, and C: These sub-alternatives for Duke Field
14 would add a parallel runway to the east of Duke
15 Field, as well as a landing, helicopter, and
16 assault, or LHA, area. This could cause a potential
17 increase in noise over northern Okaloosa County and
18 place an Accident Potential Zone, or APZ, off base.
19 Other considerations include wetlands and streams.
20 The difference between these sub-alternatives is the
21 use of different outlying fields.

22 Alternatives 2D and E: These sub-alternatives
23 for Duke Field would utilize the current single
24 runway configuration and would add an LHA on the
25 east side of the existing airfield. This could

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1 cause potential airspace conflicts with Bob Sikes
2 Airport. The difference between these
3 sub-alternatives is the use of different outlying
4 fields, as well.

5 Alternative 3: Choctaw Field, consisting of
6 five sub-alternatives: Alternatives 3A, B and C:
7 These sub-alternatives for Choctaw Field would add a
8 runway to the east side of Choctaw's main airfield
9 configuration to allow for parallel useable runways.
10 An LHA would also be constructed. Choctaw Field is
11 approximately an hour commute from the JSF academic
12 training site located at Eglin Main. In addition,
13 these sub-alternatives could potentially increase
14 noise in the Holley-Navarre communities, impact Navy
15 training missions, and affect wetlands and streams.
16 The difference between these sub-alternatives is the
17 use of outlying fields.

18 Alternative 3D and E: These sub-alternatives
19 for Choctaw Field would utilize Choctaw's current
20 airfield configuration and add an LHA to the east
21 side of the existing airfield. Again, Choctaw Field
22 is approximately an hour commute from the JSF
23 academic training site located at Eglin Main. In
24 addition, these sub-alternatives could cause
25 potential conflicts with Bob Sikes, Whiting, and

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1 Pensacola Airports; cause impacts to Navy training
2 missions; and potentially increase noise in the
3 Holley-Navarre communities. The difference between
4 these sub-alternatives is the use of different
5 outlying fields.

6 Should Duke Field or Choctaw Field be chosen as
7 the F-35 beddown location, then the hangars approved
8 for construction at Eglin Main, per the JSF ROD
9 would also be constructed at the new selected
10 location.

11 Typically, new military construction process
12 takes six to eight years before the new facilities
13 are available for occupancy. However, in some
14 instances, Congressional funding can be inserted
15 into the DOD budget to assist in expediting
16 time-sensitive construction activities. Since the
17 delivery of aircraft will begin prior to the
18 completion of construction, Eglin Main would most
19 likely be used for interim operations regardless of
20 the alternative selected.

21 I would now like to discuss the potential
22 environmental issues with you. After the proposed
23 actions and alternatives are identified, the
24 Supplemental EIS will examine potential impacts to
25 the human environment that could be affected by

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1 these proposals. Potential environmental resources
2 that will be evaluated include: Air quality;
3 biological and cultural resources; hazardous
4 materials; land use; noise; outdoor recreation;
5 physical resources, which include soil and water
6 resources; safety; socioeconomics; solid waste;
7 transportation; and utilities.

8 I will now turn the meeting over to Mike so he
9 can go over the scoping input procedures and begin
10 the open forum to solicit your questions and
11 comments. Mike.

12 MR. SPAITS: Okay. Thanks, Randall. First, if
13 you would like to make a verbal comment tonight and
14 have not yet signed up to do so, please do so during
15 the break. Also know that we have written comment
16 sheets on the table on the far wall over here.
17 Written comments will also become part of the
18 administrative record and will receive full and
19 equal consideration as verbal comments.

20 Again, we are making an official record of the
21 meeting to be added to the administrative record.
22 This is to ensure that all of your comments are
23 considered in preparing of the environmental
24 document. Tonight is not the end of your
25 opportunity to participate in the environmental

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1 process. The preparation of an SEIS is an ongoing
2 process, and as such, you can add comments, provide
3 comments anytime throughout its development.

4 Public scoping is also an ongoing process;
5 however, input received by September 17 will be
6 considered when developing the Draft SEIS.

7 Right now, let's take a five-minute break, and
8 please get some refreshments in the back or take a
9 restroom break and we will be back. If you have not
10 had an opportunity to sign up and you would like to,
11 please take that chance now.

12 (INTERMISSION)

13 MR. SPAITS: Okay. We are going to start the
14 public input session. Throughout the comment
15 process, I ask that you keep in mind that this is
16 not an arena for debate, nor is this scoping meeting
17 designed as a question and answer session. Rather,
18 this scoping meeting is the venue the Air Force uses
19 to gather your concerns and input, whether they are
20 through oral or written presentations, regarding the
21 proposed action.

22 We invite elected officials to speak first, and
23 then I will call on all other speakers in the order
24 in which they signed up. If you do speak this
25 evening, please use the microphone made available so

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1 that we can make an accurate record of your
2 comments. Please limit your comments to five
3 minutes so that we may have an opportunity to hear
4 everyone speak.

5 With that, I'll call the only speaker who
6 signed up so far is Mr. Wayne Harris, County
7 Commissioner, Okaloosa County District 1.

8 MR. HARRIS: This evening I'm speaking on
9 behalf of the Chamber of Commerce, Crestview Area
10 Chamber of Commerce as opposed to District 1 County
11 Commissioner. I will let the Chairman of the County
12 Commission speak on their behalf.

13 I'm Wayne Harris, the director for the
14 Crestview Area Chamber of Commerce, and on behalf of
15 the officers, directors, the 700-plus members, and
16 tens of thousands of employees of this area, as well
17 as the rest of Okaloosa County, we fully support and
18 will help in any way we can to support the full
19 contingent of F-35 fighters to the Okaloosa County
20 area. And we thank you for what you're doing, and
21 we hope that we can help in some capacity to make it
22 even faster and better for all of us. Thank you.

23 MR. SPAITS: Thank you, sir. Do we have anyone
24 else who has not signed up who would like to speak?

25 (No response.)

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1 MR. SPAITS: With that, I appreciate your time
2 and interest in the proposed changes at Eglin Air
3 Force Base. Should you later decide to make
4 additional comments, you may write to the address
5 shown on the comment sheet on the table on the side
6 wall here.

7 Thank you for your participation. This meeting
8 is adjourned.

9 (Scoping meeting adjourned at 6:35 p.m.)
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1 CERTIFICATE OF REPORTER

2

3 STATE OF FLORIDA)

COUNTY OF WALTON)

4

5 I, Pamela S. Dietrich, certify that I was authorized
6 and did stenographically report the foregoing SEIS
7 Scoping Meeting and that the transcript is a true and
8 complete record of my stenographic notes.

9 WITNESS MY HAND this 27th day of August, 2009.

10

11

12

/S/ Pamela S. Dietrich

PAMELA S. DIETRICH

13

COURT REPORTER

(Electronic Signature Added)

14

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SCOPING MEETING
EGLIN SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT
DAYS INN AND SUITES CONFERENCE CENTER
8700 NAVARRE PARKWAY
NAVARRE, FLORIDA 32566
AUGUST 25, 2009

Transcript of public scoping meeting held August 25, 2009, 6:00 p.m. to 6:40 p.m., at Days Inn and Suites Conference Center, Navarre, Florida. Reported by Pamela S. Dietrich, Court Reporter, Notary Public in and for the State of Florida.

APPEARANCES:

MIKE SPAITS

Eglin Air Force Base Public Affairs

RANDALL ROWLAND

Civil Engineering Group

Environmental Management Division

Eglin Air Force Base

COL. BRUCE McCLINTOCK

Commander 96 Air Base Wing

Eglin Air Force Base

JENNIFER GEESLIN

ICF International

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1 SCOPING MEETING

2 MS. GEESLIN: I would say, Everyone take a
3 seat, but you've already done that so you just stole
4 my thunder. Welcome to the Eglin BRAC Scoping
5 Meeting here in Navarre. As you know, we are doing
6 meetings all week long. We had our first meeting
7 last night in Crestview. We've got two other
8 meetings this week. We are really happy to see all
9 of you who came out to hear the presentation and
10 learn more about this program and hopefully provide
11 your comments which will all help shape the analysis
12 and what's going to happen and where this project
13 could potentially go.

14 So if you would, if you have a cell phone,
15 Blackberry, pager, any of those things that
16 unfortunately are electronic needs that we all seem
17 to be attached to, if you would turn it to the off
18 or vibrate position, we would appreciate it.

19 As you probably noticed, you've got restrooms
20 when you first walk in the building. You've got
21 exits behind you just in case something were to
22 happen and exits over to the side. So if something
23 were to happen, you'll know where to go. So I
24 recommend behind you or that way.

25 We have a brief presentation, and then we will

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1 move into the opportunity for some public comments.
2 We have a few people signed up to provide verbal
3 comments for this evening. But after the
4 presentation if you feel as though you want to
5 provide some comments, let us know, and we'll get
6 you signed up.

7 So without further ado, again, welcome, and
8 I'll turn the floor over to Mike Spaits from Eglin
9 Air Force Base Public Affairs. Mike.

10 MR. SPAITS: Thanks, Jennifer. Good evening
11 and welcome to the scoping meeting for the SEIS
12 associated with the F-35 Joint Strike Fighter, or
13 JSF, component of the Eglin BRAC Program. This
14 scoping meeting serves as one of several
15 opportunities for public comment and involvement as
16 part of the environmental process.

17 To ensure we develop an accurate public record,
18 our presentation this evening will be in a scripted
19 format. This meeting is designed to provide you an
20 opportunity to become familiar with the proposed
21 actions and alternatives associated with this
22 project and to provide you with an opportunity to
23 comment and ask questions.

24 Before I turn the floor over to our panel
25 speaker, I would first like to introduce the

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1 Commander of the 96 Air Base Wing, Colonel Bruce
2 McClintock, for some welcoming remarks. Sir.
3 COL. MCCLINTOCK: Thank you, Mike. Well, good
4 evening, everyone. Thank you for coming out
5 tonight. On behalf of General Davis, the Air
6 Armament Center Commander, I would like to welcome
7 you to the public scoping meeting. We are excited
8 you took time out of your evening to spend with us
9 as we work through this process together and plan
10 the future of the Eglin installation.

11 We appreciate your input. This is a concrete
12 demonstration of that. It's part of the NEPA
13 process, as you'll hear later, where we give you an
14 opportunity to provide comments on actions that
15 we're considering taking at Eglin Air Force Base.

16 Now, I did want to mention, as some of you may
17 have heard already, that we already know that the
18 analysis that we are doing now will lead to a Record
19 of Decision for just 59 aircraft in September of
20 2010. That's because that's the part of the process
21 that we need to complete in order to comply with the
22 BRAC actions that we were directed to implement.

23 There will be analysis done as part of this
24 process that will form a later decision involving
25 air staff, what's called an air pride wide look that

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1 will make a decision on future basing of additional
2 JSFs potentially at Eglin, but that decision won't
3 be known until probably the summer of 2011. And
4 it's likely that a candidate list of bases will be
5 provided by the air staff in the time frame
6 somewhere from this October until slightly after
7 that. And then they'll go through a much more
8 formal and comprehensive process nationwide looking
9 at a variety of candidate bases for both training
10 missions for the Joint Strike Fighter and
11 operational missions. They're going to use a
12 different set of criteria for both of those.

13 So we will do some analysis here during this
14 phase for aircraft beyond 59, but there won't be a
15 decision in 2010 for anything more than 59
16 airplanes. We will be expecting that decision
17 later.

18 So with that, I'll turn it over back over to
19 the briefing panel. Thank you again for coming.

20 MR. SPAITS: Thank you, sir. Now I would like
21 to introduce you to Mr. Randall Rowland from the
22 Eglin Air Force Base Environmental Management
23 Division. Randall will discuss the National
24 Environmental Policy Act, better known as NEPA. He
25 will also discuss the purpose of holding scoping

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1 meetings, a brief project background, the purpose of
2 the SEIS, the environmental process, and the
3 candidate alternatives. After the presentation, we
4 will take a short break for about five minutes
5 before we begin the public input portion of the
6 meeting. Randall.

7 MR. ROWLAND: Thank you, Mike. Good evening.
8 As Mike said, my name is Randall Rowland, and I'm
9 here to brief you in the NEPA and the background and
10 status of this project.

11 The National Environmental Policy Act, more
12 commonly referred to as NEPA, is a federal law that
13 requires federal agencies to identify and consider
14 the environmental effects of implementing a federal
15 action and a range of reasonable alternatives.
16 Discussions on the affects of the alternatives on
17 human health and the environment must be included
18 and a concise Record of Decision, or ROD, must be
19 prepared.

20 The environmental analysis for this proposal
21 will result in a Supplemental Environmental Impact
22 Statement and comply with the NEPA law, its
23 implementing regulations written by the President's
24 Council on Environmental Quality, and the Air
25 Force's environmental impact analysis process, all

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1 of which contain detailed requirements for preparing
2 environmental impact statements.

3 Additionally, as required by NEPA, the Air
4 Force must inform the public of the proposed action
5 and alternatives and encourage public input during
6 the environmental analysis process. Public scoping
7 helps to identify potential issues early in the
8 process and familiarize the public with the proposed
9 action and the alternatives.

10 The Record of Decision, or ROD, signed February
11 5th, 2009 implemented only a portion of the 2008
12 Eglin BRAC EIS Alternative 1, which includes the
13 beddown of 59 F-35 Primary Assigned Aircraft, or
14 PAA, associated cantonment construction, and limited
15 flight training operations until a Supplemental EIS
16 has been completed and the Air Force has decided how
17 best to proceed. The initial basing of the JSF and
18 beddown of 59 F-35 Primary Assigned Aircraft and
19 associated limiting training operations will meet
20 the minimum training capabilities that the BRAC
21 Commission of 2005 requires by September 15th, 2011.

22 Subjects to be addressed in this Supplemental
23 EIS includes where the maximum supportable number of
24 F-35 aircraft may ultimately beddown on the Eglin
25 Reservation, how they might be operated, and the

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1 degree to which other mitigation measures are
2 possible.

3 The SEIS will analyze operational alternatives
4 and mitigations for the 59 aircraft authorized to be
5 delivered, as well as up to an additional 48 Air
6 Force F-35 aircraft not authorized for delivery to
7 Eglin under the February 5, 2009 ROD.

8 The SEIS will expressly consider new parallel
9 runways or an additional runway alternative within
10 the Eglin Reservation as previously suggested by
11 members of the public. The Air Force has determined
12 that the purposes of NEPA would be furthered by
13 ensuring that information on the environmental
14 impact of the proposed basing of 59 F-35 Primary
15 Assigned Aircraft and additional 48 F-35 Primary
16 Assigned Aircraft are available to the Air Force,
17 public officials, and citizens before decisions are
18 made and before actions are taken.

19 The primary purposes of the SEIS are as
20 follows: To analyze the environmental impacts of
21 alternative facilities to support the F-35 and pilot
22 flight training within the Eglin Reservation in
23 addition to the Eglin Main Base alternatives
24 addressed in the 2008 Eglin BRAC Final EIS, but
25 still on the Eglin Air Force Base Reservation; to

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1 analyze additional alternatives addressing the
2 proposed distribution of JSF flight operations; to
3 examine additional mitigations for flying the
4 allowed 59 F-35 aircraft; to examine impacts and
5 mitigations associated with bedding down up to two
6 additional proposed Air Force squadrons which amount
7 to an additional 48 Air Force F-35 aircraft; and to
8 examine the possibility of constructing additional
9 runways, hangar sites, and other options.

10 Since the completion of the Final EIS in
11 October 2008, the JSF syllabus has been revised.
12 Training requirements continue to mature, which has
13 resulted in a reduction in the estimated annual
14 flight operations for 107 aircraft from 240,000
15 annual operations as analyzed in the Final EIS down
16 to 150,000. Additionally, the Air Force has decided
17 that the September 2010 SEIS ROD will make a
18 decision on the final beddown location and operation
19 of the initial 59 F-35 Primary Assigned Aircraft
20 previously identified to implement the BRAC
21 requirement. Basing decisions for the beddown of up
22 to 48 F-35 additional aircraft will be part of a
23 future decision.

24 The graph shown on this slide represents the
25 potential F-35 delivery schedule. As you can see,

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1 the delivery of 59 aircraft to Eglin Air Force Base
2 is not scheduled to be completed until approximately
3 2014. If up to two additional Air Force squadrons
4 were beddown, this would not occur until after 2014.
5 The delivery of additional aircraft associated with
6 the additional Air Force squadron is pending future
7 Air Force decision.

8 The Supplemental EIS will evaluate the
9 following: Potential construction of new runways;
10 flight operation distribution among available
11 airfields; up to two additional Air Force squadrons,
12 which includes up to 48 additional aircraft and
13 associated hangars; potential mitigations associated
14 with construction and flight operation activities.

15 As required by NEPA, the Air Force must
16 identify and analyze reasonable alternatives to the
17 proposed action. The reasonable alternatives are
18 alternatives that would meet the Air Force's
19 underlying purpose and needs for the proposed
20 action. Also required by NEPA, the Air Force must
21 consider the no action alternative or an alternative
22 considering no changes to Eglin Air Force Base. The
23 no action alternative would consist of 59 aircraft
24 with limited flight operations, as approved by the
25 February 2009 ROD.

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1 In front of you is the schedule for this
2 Supplemental EIS. You can see that the Air Force
3 published a Notice of Intent to prepare the SEIS in
4 the Federal Register on August 6, 2009. The Air
5 Force held a scoping meeting last night in Crestview
6 and will hold a meeting tomorrow in Niceville and
7 August 27th in Valparaiso. Please note that scoping
8 is an ongoing process, and we will gather
9 information about the affected environment, refine
10 the proposed action and alternatives, and then
11 analyze the potential impacts to a variety of
12 resource areas.

13 When we complete analysis, we will publish the
14 results as a Draft Supplemental EIS in the spring of
15 2010 and send it out for a 45-day public review and
16 comment. During this period, we will hold public
17 hearings to review our findings and receive
18 additional comments. Finally, we will respond to
19 the comments, modify the Supplemental EIS if needed,
20 and publish the final document in August of 2010.
21 Thirty days after the Final SEIS is released to the
22 public, the Air Force expects to sign a Record of
23 Decision stating what the Air Force's decision was
24 and whether all practical measures to avoid or
25 minimize environmental harm have been addressed,

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1 among other issues. The Air Force expects
2 preparation of the Final SEIS and the signing of the
3 ROD to be completed in September of 2010.

4 The candidate alternatives may be further
5 refined by evaluating airfield operational
6 feasibility and range sustainment; JSF requirements;
7 physical requirements for potential new runways;
8 land use compatibility, including noise impacts; and
9 environmental considerations. Currently, the Air
10 Force is considering three alternative locations to
11 serve as the main operating base for JSF flight
12 operations, in addition to the no action
13 alternative.

14 Each of these alternatives has a variety of
15 associated sub-alternatives which consider different
16 runway configurations and/or airfields that will be
17 used as outlying fields or OLFs. All alternatives
18 and sub-alternatives carried forward for analysis
19 would examine JSF flight operations without the
20 limitations applied under the no action alternative.

21 Please note that the new runway configurations
22 shown in the following slides are general locations.
23 Also, these alternatives and sub-alternatives, with
24 the exception of the no action alternative, are only
25 under consideration at this time and may not all be

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1 carried forward for detailed analysis in the
2 Supplemental EIS as additional screening criteria
3 may be applied.

4 There are eight sub-alternatives being
5 considered at Eglin Main under Alternative 1. The
6 first sub-alternative, the runway configuration of
7 Eglin Main does not change. Duke Field and Choctaw
8 Field would serve as outlying fields for this
9 option.

10 Alternative 1B: This sub-alternative requires
11 significant changes to Eglin Main, to include
12 building a new runway. Current considerations for
13 this option include wetlands, streams, and the
14 Okaloosa Darter. It would also require major
15 movements of Eglin infrastructure and assets, such
16 as the munitions storage area.

17 These sub-alternatives, 1C, D, and E, for Eglin
18 Main would expand Eglin Main by building two
19 parallel runways to the northwest. The difference
20 between these sub-alternatives is the use of
21 different outlying fields. Some considerations
22 associated with these sub-alternatives are site
23 constraints due to adjacent streams and roads,
24 relocation of high voltage lines, and potential
25 effects on wetlands, streams, and the Okaloosa

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1 Darter. Additionally, these alternatives could
2 cause a potential increase in noise over the city of
3 Shalimar.

4 These three sub-alternatives, 1F, G, and H, for
5 Eglin Main could be implemented with any of the
6 other alternatives or sub-alternatives currently
7 under consideration.

8 Sub-alternative 1F includes modifying Runway
9 1-9 by creating a displaced threshold, which reduces
10 the runway length by 1,000 feet on the north end.
11 This would allow the aircraft to be higher over
12 adjacent communities prior to landing, but is not
13 likely to significantly reduce noise impacts to the
14 surrounding areas.

15 Sub-alternative 1G does not change the Eglin
16 Main runway configuration. It would require the
17 approaching aircraft to enter the airspace at a
18 higher attitude.

19 Under Sub-alternative 1H, Runway 1-9 would be
20 extended 2,000 feet to the south. This would allow
21 the aircraft to be higher over northern communities
22 prior to landing, but would potentially create an
23 increase in noise on southern communities.
24 Additionally, this sub-alternative would displace
25 existing Eglin functions and assets and would

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1 require navigational aids to be placed in
2 Choctawhatchee Bay.

3 The second alternative is Duke Field, which
4 consists of five sub-alternatives.

5 Alternatives 2A, B, and C: These
6 sub-alternatives for Duke Field would add a parallel
7 runway to the east of Duke Field, as well as a
8 landing, helicopter, assault, or LHA, area. This
9 could cause a potential increase in noise over
10 northern Okaloosa County and place an Accident
11 Potential Zone off base. Other considerations
12 include wetlands and streams. The difference
13 between these sub-alternatives is the use of
14 different outlying fields.

15 Alternatives 2D and E: These sub-alternatives
16 for Duke Field would utilize the current single
17 runway configuration and would add an LHA on the
18 east side of the existing airfield. This could
19 cause potential airspace conflicts with Bob Sikes
20 Airport. The difference between these
21 sub-alternatives is the use of different outlying
22 fields.

23 Alternative 3, Choctaw Field, consisting of
24 five sub-alternatives: Alternatives 3A, B and C:
25 These sub-alternatives for Choctaw Field would add a

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1 runway to the east side of Choctaw's main airfield
2 configuration to allow for parallel useable runways.
3 An LHA would also be constructed. Choctaw Field is
4 approximately an hour commute from the JSF academic
5 training site located at Eglin Main. In addition,
6 these sub-alternatives could potentially increase
7 noise in the Holley-Navarre communities, impact Navy
8 training missions, and affect wetlands and streams.
9 The difference between these sub-alternatives is the
10 use of different outlying fields.

11 Alternatives 3D and E: These sub-alternatives
12 for Choctaw Field would utilize Choctaw's current
13 airfield configuration and add an LHA on the east
14 side of the existing airfield. Again, Choctaw Field
15 is approximately an hour commute from the JSF
16 academic training site located at Eglin Main. In
17 addition, these sub-alternatives could cause
18 potential conflicts with Bob Sikes, Whiting, and
19 Pensacola Airports, cause impacts to Navy training
20 missions, and potentially increase noise in the
21 Holley-Navarre communities. The difference between
22 these sub-alternatives is the use of different
23 outlying fields.

24 Should Duke Field or Choctaw Field be chosen as
25 the F-35 beddown location, then the hangars approved

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1 for construction at Eglin Main, per the JSF ROD,
2 would also be constructed at the new selected
3 location.

4 Typically new military construction process
5 takes six to eight years before the new facilities
6 are available for occupancy. However, in some
7 instances, Congressional funding can be inserted
8 into the DOD budget to assist in expediting
9 time-sensitive construction activities. Since the
10 delivery of aircraft will begin prior to the
11 completion of construction, Eglin Main would most
12 likely be used for interim operations regardless of
13 the alternative selected.

14 I would now like to discuss the potential
15 environmental issues with you. After the proposed
16 actions and alternatives are identified, the
17 Supplemental EIS will examine potential impacts to
18 the human environment that could be affected by
19 these proposals. Potential environmental resources
20 that will be evaluated include: Air quality;
21 biological and cultural resources; hazardous
22 materials; land use; noise; outdoor recreation;
23 physical resources, which includes soils and water
24 resources; safety; socioeconomics; solid waste;
25 transportation; and utilities.

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1 I will now turn the meeting back over to Mike
2 so he can go over the scoping input procedures and
3 begin the open forum to solicit your questions and
4 comments. Mike.

5 MR. SPAITS: Thanks, Randall. First, if you
6 would like to make a verbal comment and have not
7 signed up to do so, please sign up at the
8 registration table during the break. Written
9 comment sheets are also available and will be
10 available and will become part of the administrative
11 record. Written comments will receive full and
12 equal consideration.

13 We are making an official record of this
14 meeting to be added to the SEIS administrative
15 record. This is to ensure that all of your comments
16 are considered in preparing the environmental
17 document. Tonight is not the end of your
18 opportunity to participate in the environmental
19 process. The preparation of a Supplemental
20 Environmental Impact Statement is an ongoing
21 process, and as such, you can provide comments
22 anytime throughout its development.

23 Public scoping is also an ongoing process;
24 however, input received by September 17 will be
25 included in the Draft SEIS.

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1 Now we will take a five-minute break prior to
2 starting the public comment session. If you have
3 not had an opportunity to take a look at some of the
4 displays we have off on the side here and then talk
5 to subject matter experts, I encourage you to do
6 that now. We will get back together in about five
7 minutes.

8 (INTERMISSION)

9 MR. SPAITS: Okay. We will resume the meeting
10 by starting the public input session. Throughout
11 the comment process, I ask that you keep in mind
12 that this is not an area for debate, nor is this
13 scoping meeting designed as a question and answer
14 session. Rather, this scoping meeting is the venue
15 the Air Force uses to gather your concerns and
16 input, whether they are through oral or written
17 comments, regarding the proposed action.

18 First we are going to invite elected officials
19 to speak, and then I will call up any other speakers
20 in the order in which they signed up. If you could,
21 I would like to ask you to please use the microphone
22 made available so that we can all hear you clearly,
23 and we can make an accurate record of your comments.
24 We ask you please limit your comments to five
25 minutes so that everyone has an opportunity to

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1 speak, and please state your name for the record
2 before you make your statement.

3 Also, we would appreciate it if you speak
4 clearly and direct your comments to Randall and
5 myself. If you are speaking for a specific group or
6 agency, please identify that group or agency by
7 name. Again, you may give your written comments to
8 us. You can place them on the table over here or
9 give them to Ms. Geeslin, and we will include those
10 into the administrative record. They will have as
11 equal and full consideration as oral comments.

12 And the first speaker I would like to ask
13 tonight is Mr. Gary Wagner. Yes, sir. Could you
14 please approach the microphone?

15 MR. WAGNER: Yes, sir. My name is Gary Wagner.
16 I live at Navarre Beach. I'm 62 years old. I've
17 lived around military installations my entire life,
18 and to me, the thunder of a military jet flying is a
19 sound that's pleasing. That's all I've got to say
20 about it.

21 MR. SPAITS: Thank you very much, sir.
22 Mr. David DeCastillo.

23 MR. DeCASTILLO: Hey. How you doing? I'm Dave
24 DeCastillo, and I live right here in Navarre about
25 two miles from this right here and about 13 to 15

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1 miles from Choctaw Field. So I'm retired military,
2 and just as this gentleman said, my family and I
3 have been living either on or near military
4 installations for a very long time, since 1983. And
5 I believe that placing military aircraft at Choctaw
6 Field or anywhere in this area is very good for the
7 community. It's also good for the Air Force.

8 From the perspective of Choctaw Field, I
9 believe that Highway 87 directly connecting to
10 Choctaw Field offers a lot of advantages to the
11 military operations that might be happening over
12 there at Choctaw Field. Cargo, heavy cargo can be
13 brought in by truck up Highway 87 directly to I-10,
14 never have to impact any communities in Navarre.

15 Put in the perspective of Navarre, I believe
16 that it provides employment to the community here or
17 could potentially provide employment to the
18 community. Navarre is a very large military
19 population, and one of our problems in Navarre is
20 that there really is no major employer, I mean,
21 besides Wal-Mart and Publix, which are great, but
22 there's no heavy employer in the area.

23 And we're a bedroom community for Fort Walton
24 or Eglin or Pensacola and for Whiting Field. So
25 having something like that in the local area can

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1 potentially provide jobs for people in Navarre. And
2 that's pretty much all I have to say about that.

3 MR. SPAITS: Thank you. That's all I had
4 signed up to speak. Is there anybody else that
5 would like to speak before we sign off?

6 (No response.)

7 MR. SPAITS: Okay. I appreciate your time and
8 interest in the proposed changes in Eglin Air Force
9 Base. Should you later decide to make additional
10 comments, you may write to the address shown on the
11 comment sheet. There's going to be two more
12 meetings, one in Niceville tomorrow night and one in
13 Valparaiso on Thursday night. If you're interested
14 to attend those, you may. I thank everyone for
15 coming. This meeting is adjourned.

16 (Scoping meeting adjourned at 6:40 p.m.)
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1 CERTIFICATE OF REPORTER

2

3 STATE OF FLORIDA)

COUNTY OF WALTON)

4

5 I, Pamela S. Dietrich, certify that I was authorized
6 and did stenographically report the foregoing SEIS
7 Scoping Meeting and that the transcript is a true and
8 complete record of my stenographic notes.

9 WITNESS MY HAND this 27th day of August, 2009.

10

11

12

/S/ Pamela S. Dietrich

PAMELA S. DIETRICH

13

COURT REPORTER

(Electronic Signature Added)

14

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SCOPING MEETING
EGLIN SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT
NORTHWEST FLORIDA COLLEGE, NICEVILLE CAMPUS
100 COLLEGE BOULEVARD, EAST
NICEVILLE, FLORIDA 32578
AUGUST 26, 2009

Transcript of public scoping meeting held August 26, 2009, 6:10 p.m. to 6:55 p.m., at Northwest Florida College, Niceville Campus, Niceville, Florida. Reported by Pamela S. Dietrich, Court Reporter, Notary Public in and for the State of Florida.

APPEARANCES:

MIKE SPAITS

Eglin Air Force Base Public Affairs

RANDALL ROWLAND

Civil Engineering Group

Environmental Management Division

Eglin Air Force Base

MAJ. GEN. C.R. DAVIS

Commander Air Armament Center

Eglin Air Force Base

JENNIFER GEESLIN

ICF International

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1 SCOPING MEETING

2 MS. GEESLIN: Okay. Good evening, ladies and
3 gentlemen. Welcome. And we're really pleased to
4 see all of you come out this evening to learn more
5 about this project and participate in the process of
6 the Eglin BRAC Supplemental Environmental Impact
7 Statement.

8 Before we get started, if you do have a cell
9 phone, Blackberry, pager, any of those great
10 electronic devices that we all carry attached to our
11 hips and ears, if you would turn them to the off or
12 vibrate position, we would greatly appreciate it.
13 And if anyone did sneak any food or drinks in, if
14 you would just put that on the floor. Don't let the
15 ushers see it. There is no food or drinks allowed
16 in the facility. They're trying to keep this
17 beautiful place as nice as possible, so if you would
18 help adhere to that, we would greatly appreciate it.

19 If we do have any kind of emergency this
20 evening, obviously your exits are right behind you.
21 You've got the lights in the stairs to help you on
22 your way out. We will be doing about a 30-minute
23 presentation this evening and then we'll do a short
24 break, and then we will come back and hear your
25 public comments. So if after the presentation you

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1 decide that you want to sign up to speak, just go
2 back to the registration table and we will get you
3 signed up, and we will call everybody up in the
4 order that they signed up to speak this evening.

5 So without further ado, again, welcome, and
6 I'll turn the floor over to Mike Spaits from the
7 Eglin Air Force Base Public Affairs Office. Mike.

8 MR. SPAITS: Thanks, Jennifer. Good evening,
9 and welcome to the scoping meeting for the
10 Supplemental Environmental Impact Statement
11 associated with the F-35 Joint Strike Fighter, or
12 JSF, component of the Eglin BRAC Program. This
13 scoping meeting serves as one of several
14 opportunities for public comment and involvement as
15 part of the environmental process.

16 To ensure we develop an accurate public record,
17 our presentation this evening will be in a scripted
18 format. This meeting is designed to provide you
19 with an opportunity to become familiar with the
20 proposed actions and alternatives associated with
21 this project and to provide you with an opportunity
22 to comment and ask questions.

23 Before I turn the floor over to our panel
24 speaker, I would first like to introduce Colonel Jim
25 Ravello, representing the JSF Program; Colonel

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1 Porter, representing the United States Air Base Wing
2 and Vice Commander; Major General C.R. Davis,
3 Commander, Air Armament Center, and will now provide
4 some welcoming remarks.

5 MAJOR GENERAL DAVIS: I would first of all like
6 to thank the college for letting us use the
7 facilities here tonight. I appreciate all the folks
8 that have come out from Niceville and surrounding
9 communities to be here tonight.

10 This is an important step in our process.
11 Although I know you've heard issues with the JSF
12 Program bantered around endlessly in a variety of
13 different media, this is the chance where we do want
14 to try to do a couple of things as will be
15 mentioned. As has been mentioned before, this is
16 our chance to try to get a little feedback from you
17 on where we're headed with some of these options to
18 be able to beddown this airplane. To me, it's more
19 important the fact that we get to have, I would like
20 to think, a little bit of communication back and
21 forth on some of these issues here.

22 You've heard a lot of discussion of late in the
23 paper. We've had the headline for the last two days
24 on the F-35, heard a lot of discussions about just
25 what we're trying to do with this. You've heard

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1 discussions about how many airplanes will be
2 eventually beddown here, and a lot of that
3 discussion will continue over the next couple of
4 years, at least. The purpose of what we're doing
5 here tonight is to tell you exactly all the options
6 that the folks here and the folks up on stage and in
7 the audience have worked long and hard on this to
8 look at options of how we would integrate the F-35s
9 into the ranges here at Eglin.

10 I worry about a lot of things when we do that.
11 Not so much just the noise, but it seems to be the
12 only topic that gets any interest, but also the
13 topic of how we continue to support all the missions
14 that the Eglin Air Force Base ranges support today,
15 how we can be a good neighbor with the community,
16 how we take care of the folks that live and work on
17 the base, how we take care of the environment and
18 the local infrastructure of the community. So there
19 are a lot of things they're looking at here as they
20 do this tonight. Noise is just one of those. I
21 hope you'll get a feel for that as we go through
22 this discussion tonight.

23 You probably will not get as much data as you
24 maybe would like. They're not going to be talking
25 about noise contours. We don't have costs yet. We

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1 don't know where all these things are going to fall.
2 That's part of the work we continue after these
3 folks go through these options we have here for this
4 evening.

5 So there is a lot of work yet to be done, and
6 we promised you when this process began when we
7 released the first Record of Decision for the
8 interim ops on the first 59 airplanes that we would
9 come to the community, you as a whole, on a periodic
10 basis to try to get feedback for what we are doing
11 and where we're going. This is one of those steps.
12 There will be others.

13 So we do encourage you, if you've not provided
14 questions, if you've not done that, please take
15 advantage of that tonight. You have all of the
16 experts here this evening that understand how this
17 process works, how it will unfold, and what will be
18 the eventual outcome of this.

19 So I want to say thanks, again, to everybody
20 that came out tonight. I appreciate everybody
21 that's going to have some input, and we look forward
22 to the discussion after we get through with the
23 presentations here. Thank you.

24 MR. SPAITS: Thank you, General Davis. Now I
25 would like to introduce you to Randall Rowland from

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1 the Eglin Air Force Base Environmental Management
2 Division. Randall will discuss the National
3 Environmental Policy Act, better known as NEPA. He
4 will also discuss the purpose of holding scoping
5 meetings, a brief project background, the purpose of
6 the EIS, the environmental process, and the
7 candidate alternatives. After the presentation, we
8 will take a brief break before the beginning of the
9 public input portion of the meeting. Randall.

10 MR. ROWLAND: Thanks, Mike. Good evening. As
11 Mike said, my name is Randall Rowland, and I'm here
12 to give you a brief update on NEPA and the
13 background and status of this project.

14 The National Environmental Policy Act, more
15 commonly referred to as NEPA, is a federal law that
16 requires federal agencies to identify and consider
17 the environmental effects of implementing a federal
18 action and a range of reasonable alternatives.
19 Discussions on the effects of the alternatives on
20 human health and the environment must be included in
21 and a concise Record of Decision, or ROD, must be
22 prepared.

23 The environmental analysis for this proposal
24 will result in a Supplemental Environmental Impact
25 Statement and comply with the NEPA law, its

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1 implementing regulations written by the President's
2 Council on Environmental Quality, and the Air
3 Force's environmental impact analysis process, all
4 of which contain detailed requirements for preparing
5 environmental impact statements.

6 Additionally, as required by NEPA, the Air
7 Force must inform the public of the proposed action
8 and alternatives and encourage public input during
9 the environmental analysis process. Public scoping
10 helps to identify potential issues early in the
11 process and familiarizes the public with the
12 proposed action and the alternatives.

13 The Record of Decision signed February 5, 2009
14 implemented only a portion of the 2008 Eglin BRAC
15 EIS Alternative 1, which included the beddown of 59
16 F-35 Primary Assigned Aircraft, associated
17 cantonment construction, and limited flight
18 operations until a Supplemental EIS has been
19 completed and the Air Force has decided how best to
20 proceed. The initial basing of the JSF and beddown
21 of 59 F-35 Primary Assigned Aircraft with associated
22 limited training operations will meet the minimum
23 training capabilities that the BRAC Commission of
24 2005 requires by September 15th, 2011.

25 Subjects to be addressed in this Supplemental

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1 EIS include where the maximum supportable number of
2 F-35 aircraft may ultimately beddown on the Eglin
3 Reservation, how they might be operated, and the
4 degree to which other mitigation measures are
5 possible.

6 The SEIS will analyze operational alternatives
7 and mitigations for the 59 aircraft authorized to be
8 delivered, as well as up to an additional 48 Air
9 Force F-35 aircraft not authorized for delivery to
10 Eglin under the February 5, 2009 Record of Decision.

11 The Supplemental EIS will expressly consider
12 new parallel runways or an additional runway
13 alternative within the Eglin Reservation and as
14 previously suggested by members of the public. The
15 Air Force has determined that the purposes of NEPA
16 would be furthered by ensuring that information on
17 the environmental impact of the proposed basing of
18 59 F-35 Primary Assigned Aircraft and an additional
19 48 F-35 Primary Assigned Aircraft are available to
20 the Air Force, public officials, and citizens before
21 decisions are made and before actions are taken.

22 The primary purposes of the Supplemental EIS
23 are as follows: To analyze the environmental
24 impacts of alternative facilities to support the
25 F-35 and pilot flight training within the Eglin

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1 Reservation in addition to the Eglin Main
2 alternatives addressed in the 2008 Eglin BRAC Final
3 EIS, but still on the Eglin Reservation; to analyze
4 additional alternatives addressing the proposed
5 distribution of the JSF flight operations; to
6 examine mitigations for flying the allowed 59 F-35
7 aircraft; to examine impacts and mitigations
8 associated with bedding down up to two additional
9 proposed Air Force squadrons which total 48 Air
10 Force F-35 aircraft; and to examine the possibility
11 of constructing additional runways, hangar sites,
12 and other options.

13 Since the completion of the Final EIS in
14 October 2008, the JSF syllabus has been revised.
15 Training requirements continue to mature and has
16 resulted in a reduction in estimated annual flight
17 operations for 107 aircraft from a total of 240,000,
18 as analyzed in the Final EIS, to 150,000.
19 Additionally, the Air Force has decided that the
20 September 2010 Supplemental EIS Record of Decision
21 will make a decision on the final beddown location
22 and operation of the initial 59 F-35 Primary
23 Assigned Aircraft previously identified to implement
24 the BRAC requirement. Basing decisions for the
25 beddown of up to 48 additional F-35 Primary Assigned

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1 Aircraft will be part of a future decision.

2 The graph shown on this slide represents the
3 potential F-35 delivery schedule. As you can see,
4 the delivery of 59 aircraft to Eglin Air Force Base
5 is not scheduled to be completed until approximately
6 2014. If up to two additional Air Force squadrons
7 were beddown, this would not occur until after 2014.
8 The delivery of additional aircraft associated with
9 the additional Air Force squadron is pending Air
10 Force decision.

11 The Supplemental EIS will evaluate the
12 following: Potential construction of new runways;
13 flight operation distribution among available
14 airfields; up to two additional Air Force squadrons,
15 which includes up to 48 aircraft and associated
16 hangars; and potential mitigations associated with
17 construction and flight operation activities.

18 As required by NEPA, the Air Force must
19 identify and analyze reasonable alternatives to the
20 proposed action. The reasonable alternatives are
21 alternatives that would meet the Air Force's
22 underlying purpose and need for the proposed action.
23 Also required by NEPA, the Air Force must consider
24 the no action alternative or an alternative
25 considering no changes to Eglin Air Force Base. The

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1 no action alternative would consist of 59 aircraft
2 with limited flight operations, as approved by the
3 February 2009 Record of Decision.

4 In front of you is a schedule for the
5 Supplemental EIS, and you can see that the Air Force
6 published a Notice of Intent to prepare the
7 Supplemental EIS in the Federal Register on 6 August
8 2009. The Air Force held a scoping meeting Monday
9 night in Crestview, last night in Navarre, and will
10 hold a meeting tomorrow night in Valparaiso. Please
11 note that scoping is an ongoing process, and we will
12 gather information about the affected environment,
13 refine the proposed action and alternatives, and
14 then analyze the potential impacts to a variety of
15 resources.

16 When we complete analysis, we will publish the
17 results as a Draft Supplemental EIS in the spring of
18 2010 and send it out for a 45-day public review and
19 comment period. During this period, we will hold
20 public hearings to review our findings and receive
21 comments. Finally, we will respond to comments,
22 modify the Supplemental EIS if needed, and publish
23 the final document in August of 2010. And then 30
24 days after the Final SEIS is released to the public,
25 the Air Force expects to sign a Record of Decision

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1 stating what the Air Force's decision was and
2 whether all practical measures to avoid or minimize
3 environmental harm have been addressed, among other
4 issues. The Air Force expects preparation of the
5 Final SEIS and the signing of the Record of Decision
6 to be complete in September of 2010.

7 The candidate alternatives may be further
8 refined by evaluating airfield operational
9 feasibility and range sustainment; Joint Strike
10 Fighter requirements; physical requirements for
11 potential new runways; land use compatibility,
12 including noise impacts; and environmental
13 considerations. Currently, the Air Force is
14 considering three alternative locations to serve as
15 the main operating base for JSF flight operations,
16 in addition to the no action alternative.

17 Each of these alternatives has a variety of
18 associated sub-alternatives which consider different
19 runway configurations and/or airfields and will be
20 used as outlying fields or OLFs. All alternatives
21 and sub-alternatives carried forward for analysis
22 would examine JSF flight operations without the
23 limitations applied under the no action alternative.

24 Please note that the new runway configurations
25 shown in the following slides are general locations.

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1 Also, these alternatives and sub-alternatives, with
2 the exception of the no action alternative, are only
3 under consideration at this time and may not be
4 carried forward for analysis in the Draft
5 Supplemental EIS as additional screening criteria
6 may be applied.

7 Alternative 1 is Eglin Main, and there are
8 eight sub-alternatives being considered at Eglin
9 Main. Alternative 1A: Under this sub-alternative,
10 the runway configuration of Eglin Main does not
11 change. Duke Field and Choctaw Field would serve as
12 outlying fields.

13 Alternative 1B: This sub-alternative requires
14 significant changes to Eglin Main, to include
15 building a new runway. Current considerations
16 include wetlands, streams, and the Okaloosa Darter.
17 It would also require major movements of Eglin
18 infrastructure and assets, such as the munitions
19 storage area.

20 Alternatives 1C, D, and E: These
21 sub-alternatives for Eglin Main would expand Eglin
22 Main by building two parallel runways to the
23 northwest. The difference between these
24 sub-alternatives is the use of different outlying
25 fields. Some considerations associated with these

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1 sub-alternatives are site constraints due to
2 adjacent streams and roads, relocation of high
3 voltage lines, and potential effects on wetlands,
4 streams, and the Okaloosa Darter. Additionally,
5 these alternatives could cause a potential increase
6 in noise over the city of Shalimar.

7 Sub-alternatives 1F, 1G, and 1H: These three
8 sub-alternatives for Eglin Main could be implemented
9 with any of the other alternatives or
10 sub-alternatives currently under consideration.

11 Sub-alternative 1F involves modifying Runway
12 1-9 by creating a displaced threshold, which reduces
13 the runway length by 1,000 feet on the north end.
14 This would allow the aircraft to be higher over
15 adjacent communities prior to landing, but is not
16 likely to significantly reduce noise impacts to the
17 surrounding areas.

18 Sub-alternative 1G does not change the Eglin
19 Main runway configuration. It would require
20 approaching aircraft to enter the airspace at a
21 higher attitude.

22 Under Sub-alternative 1H, Runway 1-9 would be
23 extended 2,000 feet to the south. This would allow
24 aircraft to be higher over northern communities
25 prior to landing, but would potentially create an

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1 increase in noise on southern communities.

2 Additionally, this sub-alternative would displace
3 existing Eglin functions and assets and would
4 require navigational aids to be placed in
5 Choctawhatchee Bay.

6 The second alternative is Duke Field, which
7 consists of five sub-alternatives. Alternatives 2A,
8 2B, and 2C: These sub-alternatives for Duke Field
9 would add a parallel runway to the east of Duke
10 Field, as well as a landing, helicopter, assault, or
11 LHA, area. This could cause a potential increase in
12 noise over northern Okaloosa County and place an
13 Accident Potential Zone off base. Other
14 considerations include wetlands and streams. The
15 difference between these sub-alternatives is the use
16 of different outlying fields.

17 Alternatives 2D and E: These sub-alternatives
18 for Duke Field would utilize the current single
19 runway configuration and would add an LHA on the
20 east side of the existing airfield. This could
21 cause potential airspace conflicts with Bob Sikes
22 Airport. The difference between these
23 sub-alternatives is the use of different outlying
24 fields.

25 Alternative 3 is Choctaw Field consisting of

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1 five sub-alternatives. Alternatives 3A, 3B and 3C:
2 These sub-alternatives for Choctaw Field would add a
3 runway to the east side of Choctaw's main airfield
4 configuration to allow parallel useable runways. An
5 LHA would also be constructed at Choctaw Field and
6 is approximately an hour commute from the JSF
7 academic training site located at Eglin Main. In
8 addition, these sub-alternatives could potentially
9 increase noise in the Holley-Navarre communities,
10 impact Navy training missions, and affect wetlands
11 and streams. The difference between these
12 sub-alternatives is the use of different outlying
13 fields.

14 Alternative 3D and E: These sub-alternatives
15 for Choctaw Field would utilize Choctaw's current
16 airfield configuration and add an LHA on the east
17 side of the existing airfield. Again, Choctaw Field
18 is approximately an hour commute from the JSF
19 academic training site located at Eglin Main. In
20 addition, these sub-alternatives could cause
21 potential conflicts with Bob Sikes, Whiting, and
22 Pensacola Airports and cause impacts to Navy
23 training missions and cause increased noise in the
24 Holley-Navarre communities. The difference between
25 these sub-alternatives is also the use of different

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1 outlying fields.

2 Should Duke Field or Choctaw Field be chosen as
3 the F-35 beddown location, then the hangars approved
4 for construction at Eglin Main per the JSF ROD would
5 also be constructed at the new selected location.

6 Typically new military construction process
7 takes six to eight years before the new facilities
8 are available for occupancy. However, in some
9 instances, Congressional funding can be inserted
10 into the DOD budget to assist in expediting
11 time-sensitive construction activities. Since the
12 delivery of aircraft will begin prior to the
13 completion of construction, Eglin Main would most
14 likely be used for interim operations regardless of
15 the alternative selected.

16 I would now like to discuss the potential
17 environmental issues with you. After the proposed
18 actions and alternatives are identified, the SEIS
19 will examine potential impacts to the human
20 environment that could be affected by these
21 proposals. Potential environmental resources that
22 will be evaluated include: Air quality; biological
23 and cultural resources; hazardous materials; land
24 use; noise; outdoor recreation; physical resources,
25 which includes soils and water resources; safety;

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1 socioeconomics; transportation; and utilities.

2 I will now turn the meeting back over to Mike,
3 and he will go over the scoping input procedures and
4 begin the open forum to solicit your questions and
5 comments. Mike.

6 MR. SPAITS: Okay. Thank you, Randall. First,
7 if you would like to make a verbal comment and have
8 not signed up to do so yet, please do so during the
9 break. We will take about a five-minute break, and
10 then the registration table is where you came in.
11 Written comment sheets are also available and will
12 also become part of the administrative record.
13 Written comments will receive full and equal
14 consideration.

15 We are making an official record of this
16 meeting to be added to the Supplemental EIS
17 administrative record. This is to ensure that all
18 of your comments are considered in preparing the
19 environmental document. Tonight is not the end of
20 your opportunity to participate in the environmental
21 process. The preparation of a Supplemental EIS is
22 an ongoing process, and as such, you can provide
23 comments anytime throughout its development.

24 Public scoping is also an ongoing process;
25 however, input received by September 17 will be

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1 considered when developing the Draft Supplemental
2 EIS.

3 We'll take about a ten-minute break, and if you
4 have not had an opportunity to sign in if you would
5 like to speak tonight, you may do so. We will
6 reconvene everybody in about ten minutes. Thank
7 you.

8 (INTERMISSION)

9 MS. GEESLIN: Okay. We will go ahead and begin
10 the public comment portion of this evening. Again,
11 if you decide that you do want to make a comment
12 after you've heard some of the other folks speak,
13 feel free to raise your hand, and we'll have someone
14 come bring you a card so we can sign you up to
15 provide a comment.

16 So, Mike, go over the rest of the procedures.

17 MR. SPAITS: Okay. Thank you, Jennifer.
18 Throughout the comment process, I ask that you keep
19 in mind that this is not an arena for debate, nor is
20 this scoping meeting designed as a question and
21 answer session. Rather, this scoping meeting is the
22 venue the Air Force uses to gather your concerns and
23 input, whether they are through oral or written
24 comments, regarding the proposed action.

25 We'll first invite elected officials to speak

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1 first, and then I will call all other speakers in
2 the order in which they signed up. If you do speak
3 this evening, please use the microphone made
4 available so that we can hear you clearly and make
5 an accurate record of your comments. Please limit
6 your comments to five minutes for the public and 15
7 minutes for elected officials. Please keep in mind
8 that we want to have a time limit so that everyone
9 has an opportunity to speak. We will be timing your
10 comments, so please abide by the 30-second yellow
11 sign and the red stop sign when they are raised.

12 Please state your name for the record before
13 you make your statement. Also we would appreciate
14 it if you would speak clearly and direct your
15 comments to the panel. If you are representing a
16 specific group or agency, please identify that group
17 or agency by name. You may give your written
18 comments to Ms. Geeslin or place them on the comment
19 table on the way out. Please summarize your written
20 comments in your oral presentation as your written
21 comments will also become part of the official
22 record.

23 Okay. Our first speaker tonight will be
24 Mr. Bob Webb. Mr. Webb.

25 MR. WEBB: I got here too early. Okay. My

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1 comments are -- I'll just read them verbatim and
2 then I'll give you the comment sheet. My name is
3 Robert Webb. I'm from Valparaiso. My first question
4 involves DNLs. Twenty-four hour average noise
5 levels, or the DNLs, are a very difficult term for
6 average citizens to conceptualize. Although the DNL
7 is an accepted standard term for aircraft noise in
8 general, the fact that military jet engines are much
9 noisier than civilian jet engines makes the DNL
10 measurement less and less representative of the
11 actual aircraft noise impact as one moves closer and
12 closer to the flight line of a military airfield.
13 In other words, the short-term average noise during
14 the aircraft pass or SEL, sound exposure level, is
15 of far more value to a citizen than the long-term
16 average, or DNL, in understanding the actual
17 disruption to their lives.

18 In that light, can the SEIS provide nominal
19 F-35 SEL noise levels at various slant ranges out to
20 perhaps two miles and the typical altitudes flown?

21 Do you understand the question?

22 MR. SPAITS: Yes, sir.

23 MR. WEBB: Okay. So we are talking about peak
24 noise or SELs versus DNLs.

25 MR. SPAITS: Yes, sir.

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1 MR. WEBB: You want me to just do my other
2 question while I'm up here?

3 MR. SPAITS: Sure.

4 MR. WEBB: Okay. This question addresses the
5 future of the ability of the Eglin range complex to
6 support all of its currently assigned missions.

7 Initially, the Eglin complex should be able to
8 accommodate the F-35, 7FSG, and 46 Test Wing
9 missions as well as all other currently assigned
10 missions. However, as the F-35 numbers increase,
11 the growing flight training missions will, I
12 believe, overflow the Eglin complex capacity.

13 We've heard that the computer models used to
14 manage land and water range airspace show that at
15 some point in time, even with only 59 F-35 aircraft,
16 the 46 Test Wing test and evaluation mission cannot
17 be fully supported when combined with the 7FSG and
18 the F-35 training missions; i.e., there is either
19 not enough hours in the day or available airspace to
20 de-conflict range requirements. This was a problem
21 for the Final EIS produced in October of 2008
22 contractor who stated airspace difficulties in
23 Appendix K with their computer models.

24 The loss of the 46 Test Wing mission at some
25 point would have grave negative and wide-ranging

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1 implications for all communities surrounding Eglin.
2 The Eglin Air Armament Center, which is an extremely
3 successful organizational model that the other
4 services are emulating. Has Research, AFRL,
5 Development and Acquisition of weapon SPOs and Test
6 and Evaluation of the 46 Test Wing capabilities at
7 one location. If Eglin were to lose the Test and
8 Evaluation mission, the Air Force research lab and
9 SPOs would have no reason to remain and would almost
10 certainly revert to their previous location at
11 Wright-patterson Air Force Base in time.

12 In the process, local communities would lose
13 the high-paid military and civilian scientist,
14 engineer, management, procurement and support
15 contractor jobs that have fueled Okaloosa County's
16 growth and prosperity. The SEIS should evaluate the
17 potential long-term negative socioeconomic impact of
18 the above scenario, as well as the more usual
19 environmental issues.

20 Do you understand that question?

21 MR. SPAITS: Yes, sir.

22 MR. WEBB: Long term versus short term. Okay.

23 Thank you.

24 MR. SPAITS: Sir, if you would like to provide
25 the written comment to Jennifer on the way out.

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1 Thank you. Our next speaker will be Jeanette Sloan.

2 MS. SLOAN: I'm Jeanette Rose Sloan. Some of
3 the people who are here probably would recognize me
4 more as Jeanette Rose. I came to Okaloosa County in
5 1950 as an educator, and my husband also was an
6 educator. He was the principal of Val-P Elementary,
7 which they just celebrated the 50th anniversary of
8 Val-P Elementary.

9 We built a duplex over on the west end of
10 Okaloosa Avenue in Valparaiso, which parallels the
11 flight pattern just off of Okaloosa Avenue. When we
12 came in 1950, there were no buildings west of
13 Okaloosa Avenue. It was all trees. Our street and
14 our house was the last before you got to the end of
15 the flight pattern. Those houses that are in that
16 area have been built since, and they probably
17 somewhere around -- I'm not sure about the time, but
18 probably late '50s or '60s. And that is one thing
19 that I have been concerned about a lot of the noise
20 pattern that the people are talking about that
21 houses were placed under the flight pattern after
22 that. Planes have been flying there for years.

23 And another thing is the economic value of
24 having Eglin Air Force Base. When we came here, it
25 was very little. It has grown tremendously. The

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1 school system has always had a tremendous connection
2 with Eglin Air Force Base. They have been very
3 cooperative with us, and when my husband was the
4 principal of Val-P Elementary and that climatic
5 hangar was going, the kids were able to go out on
6 field trips and play in the snow in the hangar or
7 either go to the desert. So Eglin has always been
8 very cooperative with the school system.

9 And another thing are the funds that the school
10 system has received from the federal government
11 because their parents worked on base and we had
12 their children in our schools. We filled out FIC
13 cards every February on all the students in Okaloosa
14 County. We received millions of dollars in federal
15 funds over these years because of the base being
16 there and we were educating their children, and we
17 were receiving their funds. That is one reason that
18 at this time Okaloosa County ranks near the top in
19 the state of Florida in the education system, as
20 well as we are also nationally recognized with the
21 school system that we have.

22 And I would like for the system to continue as
23 it is and to build. I am 100 percent for the planes
24 that are coming in here. I want them to keep the
25 test wing here and then bring in all of the F-35s

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1 that this area can handle. I have seen it when the
2 economic level here was below. We had no -- we had
3 a two-lane highway with no traffic lights. When you
4 wanted to cross the highway, you didn't try to cross
5 the highway from about 6:30 or 6:00 to 7:30 or
6 something in the morning because you couldn't get
7 across the highway, bumper to bumper traffic the
8 people going to work at Eglin. And then in the
9 afternoon about 4:30, around 5:00 or something when
10 they were getting off, you didn't try to cross the
11 highway. You couldn't get across, bumper to bumper
12 leaving the base.

13 So that economic value is just astronomical for
14 this area. Our Spence Fish Company is no longer
15 available. They're not there anymore. That was one
16 of the big industries of the area before we had what
17 we have with Eglin. So I am for Eglin making the
18 plans which can provide the services that Eglin
19 needs.

20 And the people in Val-P that are causing the
21 confusion, I am sorry that it has to be this way,
22 but I feel that Eglin has the responsibility of
23 deciding what is best for Eglin and also they are
24 considering the people. But we have to consider
25 also the astronomical funds it would cost to build

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1 all of these different facilities that Eglin is
2 looking at to try to accommodate.

3 So I am for Eglin making their plans and for
4 progressing the way that they think they should go
5 because we have lived through the climate hangar,
6 the B-47, the B-51, and Eglin would invite our
7 people out to their fire power demonstrations. And
8 I see some heads shaking like this. They remember
9 those years. And the people of Niceville and Val-P
10 and Eglin were very cordial to each other at those
11 times, and that's what I'm looking for, for it to
12 continue the way that it has been in the past as far
13 as accepting Eglin and making it a part of our
14 community as it has been, I know, since 1950 since
15 I've been here.

16 So I appreciate being able to express myself,
17 because I've been talking to a lot of people in the
18 community, and they say, Why don't you write them a
19 letter; why don't you say something in the paper, or
20 something? So I was talking to some of the
21 gentlemen out front, and they said, Well, you need
22 to just get up and say it. So I would like for
23 Eglin to know that there are people out here who
24 would want you to go ahead, make your plans, because
25 we have to consider the funds, too, I think. It

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1 would be astronomical to start building all these
2 different things and moving part of the facilities
3 and things.

4 So I put my faith in the officials that are
5 handling it, and thank you. Thank you.

6 MR. SPAITS: Thank you. That's all the
7 speakers that we have signed up at the moment. Is
8 there anyone else who would like to comment at this
9 time?

10 (No response.)

11 MR. SPAITS: Okay. Well, I appreciate your
12 time and interest in the proposed changes at Eglin
13 Air Force Base. Should you later decide to make
14 additional comments, you may write to the address
15 shown on the comment sheet. Thank you for your
16 participation. This meeting is adjourned.

17 (Scoping meeting adjourned at 6:55 p.m.)
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1 CERTIFICATE OF REPORTER

2

3 STATE OF FLORIDA)

COUNTY OF WALTON)

4

5 I, Pamela S. Dietrich, certify that I was authorized
6 and did stenographically report the foregoing SEIS
7 Scoping Meeting and that the transcript is a true and
8 complete record of my stenographic notes.

9 WITNESS MY HAND this 30th day of August, 2009.

10

11

12

/S/ Pamela S. Dietrich

PAMELA S. DIETRICH

13

COURT REPORTER

(Electronic Signature Added)

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SCOPING MEETING
EGLIN SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT
FIRST BAPTIST CHURCH OF VALPARAISO
444 VALPARAISO PARKWAY
VALPARAISO, FLORIDA 32580
AUGUST 27, 2009

Transcript of public scoping meeting held August 27, 2009, 6:05 p.m. to 7:00 p.m., at First Baptist Church of Valparaiso, Valparaiso, Florida. Reported by Pamela S. Dietrich, Court Reporter, Notary Public in and for the State of Florida.

APPEARANCES:

MIKE SPAITS

Eglin Air Force Base Public Affairs

RANDALL ROWLAND

Civil Engineering Group

Environmental Management Division

Eglin Air Force Base

MAJ. GEN. C.R. DAVIS

Commander Air Armament Center

Eglin Air Force Base

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ICF International

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1 SCOPING MEETING

2 MS. GEESLIN: I would ask you all to take your
3 seats. We would just like to welcome you to VBC.
4 If you do have a Blackberry, pager -- now you can
5 hear me -- a Blackberry, a pager, or a cell phone
6 with you, any of those great electronic devices that
7 we all carry, if you would turn them to the off or
8 vibrate position, we would appreciate it. You hear
9 all this little music going on everyone turning them
10 off. Thank you so much.

11 If we are to have any kind of emergency this
12 evening, there are two exits on either side as well
13 as two exits behind you the way that you came in.
14 Even during the break if you would cooperate and
15 just help us out, water is allowed in the sanctuary,
16 but we're not supposed to have any other type of
17 food or drinks in the sanctuary. So if you could
18 help us out by only bringing water, we would
19 appreciate it.

20 I will be turning the floor over in just a
21 moment, but I would just like to, again, welcome
22 everyone to this meeting this evening. Sir, could
23 you please help us up top? Make sure the mike on
24 the table is on. Aren't buttons a good thing?

25 So, again, welcome, and I would now like to

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1 introduce the power man himself, Mr. Mike Spaits
2 from Eglin Air Force Base Public Affairs. Mike.

3 MR. SPAITS: Thank you, Jennifer. Good
4 evening, and welcome to the scoping meeting for the
5 Supplemental Environmental Impact Statement
6 associated with the F-35 Joint Strike Fighter, or
7 JSF, component of the Eglin BRAC Program. This
8 scoping meeting serves as one of several
9 opportunities for public comment and involvement as
10 part of the environmental process.

11 To ensure we develop an accurate public record,
12 our presentation this evening will be a scripted
13 format. This meeting is designed to provide you
14 with an opportunity to become familiar with the
15 proposed actions and alternatives associated with
16 this project and to provide you with an opportunity
17 to comment and ask questions.

18 Before I turn the floor over to our panel
19 speaker, I would first like to introduce to you
20 Captain Mike Saunders with the JSF Program; Colonel
21 Bruce McClintock, United States Air Base Wing
22 Commander. And now I would like to ask Major
23 General C.R. Davis, Commander of the Air Armament
24 Center, to make a few comments.

25 MAJOR GENERAL DAVIS: Thank you very much. I

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1 want to say, first of all, thanks to all the people
2 in the community who came out in support of this
3 tonight. I have been an advocate long and hard for
4 trying to engage as much in conversations as we can.
5 The meeting tonight will not necessarily be one of
6 questions and answers like a meeting would normally
7 be. We are just trying to make sure to give you a
8 chance to get your inputs. Be sure and listen to
9 this process.

10 It was interesting as we were leading up to
11 these meetings how many jokes that were made by the
12 fact we were holding the Valparaiso meeting in a
13 baptist church and whether that was intentionally
14 designed to, if you will, quell some of the
15 discussion. I can tell you I grew up in a southern
16 baptist church with a grandfather southern baptist
17 minister, and there were many nights in that church
18 where I was sure I would not come out alive. So I
19 don't think the church is an issue, but I do
20 appreciate the church letting us use their
21 sanctuary, as Jennifer says.

22 We are trying as best we can during this
23 process to continue to provide all the information
24 we have on what this beddown of the F-35 is going to
25 do for the community. Not just the noise. Noise is

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1 one aspect of it. There's a lot, if you will,
2 factors which you'll hear about tonight and we will
3 hear your comments on that go well beyond the noise
4 aspect.

5 I hope you will also get the sense that the Air
6 Force and the Department of Defense is in no way
7 trying to ram this airplane down anybody's throat so
8 to speak, if you will, because as you can tell all
9 throughout the announcements we've made this week,
10 the Air Force is taking a very deliberate look at
11 the beddown of this airplane as we get geared for
12 the 59 and as we go past the 59. So there will be
13 decisions yet to be made down the road.

14 I also mentioned about if you put it in the
15 context of what's going on out there on the runways
16 on any given day. We have approximately nine of the
17 newer airplanes that have a new engine in them that
18 basically the noise aspect is the exact same level
19 of sound as the new F-35s. So we will start here
20 and we will talk about how those early F-35s will be
21 beddown and how slowly they're coming to the
22 community.

23 So I think you can understand now after you see
24 those planes flying over your head -- in fact, I
25 landed over Valparaiso today, and it is probably not

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1 anything that anybody really noticed as a severe
2 impact to the community flying in here today. So we
3 will take a look as we go through this process and
4 take inputs tonight. These folks on the panel and
5 some of the audience have gone through an awful lot
6 of work, spent an awful lot of time on it, and an
7 awful lot on how to create the least amount of
8 impact to the communities around us as a whole, not
9 just the noise, but the infrastructure, the
10 economics of it, the environmental aspect of it,
11 traffic, personnel, things like that.

12 So you'll hear some of that tonight, and then
13 when you get a chance, come up here and maybe try to
14 give us your thoughts and comments so we can try to
15 establish, as we said in the beginning, a clear
16 public record of what the issues are across the
17 community so we can make sure they're accurately
18 recorded when you make your statement. So thank you
19 very much for being here tonight.

20 MR. SPAITS: Thank you, General Davis. Now I
21 would like to introduce you to Randall Rowland from
22 the Eglin Air Force Base Environmental Management
23 Division. Randall will discuss the National
24 Environmental Policy Act, also known as NEPA. He
25 will also discuss the purpose of holding scoping

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1 meetings, a brief project background, the purpose of
2 the Supplemental EIS, the environmental process, and
3 the candidate alternatives. After the presentation,
4 we will take a brief break and then reconvene for
5 the public input portion of the meeting. Randall.

6 RANDALL ROWLAND: Thanks, Mike. As Mike said,
7 my name is Randall Rowland, and I'm here to give you
8 a brief overview on the National Environmental
9 Policy Act and the background and status of this
10 project.

11 The National Environmental Policy Act, more
12 commonly referred to as NEPA, is a federal law that
13 requires federal agencies to identify and consider
14 the environmental effects of implementing a federal
15 action and a range of reasonable alternatives.
16 Discussions on the effects of the alternatives on
17 human health and the environment must be included in
18 and a concise Record of Decision, or ROD, must be
19 prepared.

20 The environmental analysis for this proposal
21 will result in a Supplemental Environmental Impact
22 Statement and comply with the NEPA law, its
23 implementing regulations written by the President's
24 Council on Environmental Quality, and the Air
25 Force's environmental impact analysis process, all

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1 of which contain detailed requirements for preparing
2 environmental impact statements.

3 Additionally, as required by NEPA, the Air
4 Force must inform the public of the proposed action
5 and alternatives and encourage public input during
6 the environmental analysis process. Public scoping
7 helps to identify potential issues early in the
8 process and familiarizes the public with the
9 proposed action and alternatives.

10 The Record of Decision or ROD signed February
11 5, 2009 implemented only a portion of the 2008 Eglin
12 BRAC EIS Alternative 1, which included the beddown
13 of 59 F-35 Primary Assigned Aircraft, associated
14 cantonment construction, and limited flight
15 operations until a Supplemental EIS has been
16 completed and the Air Force has decided how best to
17 proceed. The initial basing of the Joint Strike
18 Fighter and beddown of 59 F-35 Primary Assigned
19 Aircraft with associated limited training operations
20 will meet the minimum training capabilities that the
21 BRAC Commission of 2005 requires by September 15th,
22 2011.

23 Subjects to be addressed in this Supplemental
24 EIS includes where the maximum supportable number of
25 F-35 aircraft may ultimately beddown on the Eglin

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1 Reservation, how they might be operated, and the
2 degree to which mitigation measures are possible.

3 The Supplemental EIS will analyze operational
4 alternatives and mitigations for the 59 aircraft
5 authorized to be delivered, as well as up to an
6 additional 48 Air Force F-35 aircraft not authorized
7 for delivery to Eglin under the February 5 ROD.

8 The Supplemental EIS will expressly consider
9 new parallel runways or an additional runway
10 alternative within the Eglin Reservation as
11 previously suggested by members of the public. The
12 Air Force has determined that the purposes of NEPA
13 would be furthered by ensuring that information on
14 the environmental impact of the proposed basing of
15 59 F-35 Primary Assigned Aircraft and an additional
16 48 F-35 Primary Assigned Aircraft are available to
17 the Air Force, public officials, and citizens before
18 decisions are made and before actions are taken.

19 The primary purposes of the Supplemental EIS
20 are as follows: To analyze the environmental
21 impacts of alternative facilities to support the
22 F-35 and pilot flight training within the Eglin
23 Reservation in addition to the Eglin Main Base
24 alternatives addressed in the 2008 Eglin BRAC Final
25 EIS, but still on the Eglin Air Force Base

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1 Reservation; to analyze additional alternatives
2 addressing the proposed distribution of the JSF
3 flight operations; to examine additional mitigations
4 for flying the allowed 59 F-35 aircraft; to examine
5 impacts and mitigations associated with bedding down
6 up to two additional proposed Air Force squadrons,
7 an additional 48 Air Force F-35 aircraft; and
8 finally, to examine the possibility of constructing
9 additional runways, hangar sites, and other options.

10 Since the completion of the Final EIS in
11 October 2008, the Joint Strike Fighter syllabus has
12 been revised. Training requirements continue to
13 mature, which has resulted in a reduction in
14 estimated annual flight operations for 107 aircraft
15 from 240,000 annual operations, as analyzed in the
16 Final EIS, to 150,000. Additionally, the Air Force
17 has decided that the September 2010 Supplemental EIS
18 Record of Decision will make a decision on the final
19 beddown location and operation of the initial 59
20 F-35 Primary Assigned Aircraft previously identified
21 to implement the BRAC requirement. Basing decisions
22 for the beddown of up to 48 additional F-35 Primary
23 Assigned Aircraft will be part of a future decision.

24 The graph shown on this slide represents the
25 potential F-35 delivery schedule, and as you can

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1 see, the delivery of 59 aircraft to Eglin Air Force
2 Base is not scheduled to be completed until around
3 2014. If up to two additional Air Force squadrons
4 were beddown, this would not occur until after 2014.
5 The delivery of additional aircraft associated with
6 the additional Air Force squadron is pending future
7 Air Force decision.

8 The Supplemental EIS will evaluate the
9 following: Potential construction of new runways;
10 flight operation distribution among available
11 airfields; up to two additional Air Force squadrons,
12 which includes up to 48 aircraft and associated
13 hangars; potential mitigations associated with
14 construction and flight operation activities.

15 As required by NEPA, the Air Force must
16 identify and analyze reasonable alternatives to the
17 proposed action. The reasonable alternatives are
18 alternatives that would meet the Air Force's
19 underlying purpose and need for the proposed action.
20 As required by NEPA, the Air Force must consider the
21 no action alternative or an alternative considering
22 no changes to Eglin Air Force Base. The no action
23 alternative would consist of 59 aircraft with
24 limited flight operations, as approved in the
25 February 2009 Record of Decision.

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1 In front of you is a schedule for the
2 Supplemental EIS, and you can see that the Air Force
3 published a Notice of Intent to prepare the
4 Supplemental EIS in the Federal Register on 6 August
5 2009. The Air Force held a scoping meeting August
6 24th in Crestview, August 25th in Navarre, and last
7 night in Niceville. Please note that scoping is an
8 ongoing process, and we will gather information
9 about the affected environment, refine the proposed
10 action and alternatives, and then analyze the
11 potential impacts to a variety of resources.

12 When we complete the analysis, we will publish
13 the results as a Draft Supplemental EIS in the
14 spring of 2010 and send it out for a 45-day public
15 review and comment period. During this period, we
16 will hold public hearings to review our findings and
17 receive comments. Finally, we will respond to
18 comments, modify the Supplemental EIS if needed, and
19 publish the final document in August of 2010.
20 Thirty days after the Final Supplemental EIS is
21 released to the public, the Air Force expects to
22 sign a Record of Decision stating what the Air
23 Force's decision was and whether all practical
24 measures to avoid or minimize environmental harm
25 have been addressed, among other issues. The Air

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1 Force expects preparation of the Final SEIS and the
2 signing of the Record of Decision to be completed in
3 September of 2010.

4 The candidate alternatives may be further
5 refined by evaluating airfield operational
6 feasibility and range sustainment; JSF requirements;
7 physical requirements for potential new runways;
8 land use compatibility, including noise impacts; and
9 environmental considerations. Currently, the Air
10 Force is considering three alternative locations to
11 serve as the main operating base for Joint Strike
12 Fighter flight operations, in addition to the no
13 action alternative.

14 Each of these alternatives has a variety of
15 associated sub-alternatives which consider different
16 runway configurations and/or airfields and will be
17 used as outlying fields or OLFs. All alternatives
18 and sub-alternatives carried forward for analysis
19 would examine JSF flight operations without the
20 limitations applied under the no action alternative.

21 Please note that the new runway configurations
22 shown in the following slides are general locations.
23 Also, these alternatives and sub-alternatives, with
24 the exception of the no action alternative, are only
25 under consideration at this time and may not all be

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1 carried forward for analysis in the Draft
2 Supplemental EIS as additional screening criteria
3 may be applied.

4 And there are eight sub-alternatives being
5 considered under Alternative 1. Alternative 1A:
6 Under this sub-alternative, the runway configuration
7 of Eglin Main does not change. Duke Field and
8 Choctaw Field would serve as the outlying fields.

9 Alternative 1B: This sub-alternative requires
10 significant changes to Eglin Main, to include
11 building a new runway. Current considerations
12 include wetlands, streams, and the Okaloosa Darter.
13 It would also require major movements of Eglin
14 infrastructure and assets, such as the munitions
15 storage area.

16 Alternatives 1C, D, and E: These
17 sub-alternatives for Eglin Main would expand Eglin
18 Main by building two parallel runways to the
19 northwest. The difference between these
20 sub-alternatives is the use of different outlying
21 fields. Some considerations associated with these
22 sub-alternatives are site constraints due to
23 adjacent streams and roads, relocation of high
24 voltage lines, and potential effects on wetlands,
25 streams, and the Okaloosa Darter. Additionally,

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1 these alternatives could cause a potential increase
2 in noise over the city of Shalimar.

3 Sub-alternatives 1F, 1G, and 1H: These three
4 sub-alternatives for Eglin Main could be implemented
5 with any of the other alternatives or
6 sub-alternatives currently under consideration.

7 Sub-alternative 1F involves modifying Runway
8 1-9 by creating a displaced threshold, which would
9 reduce the runway length by 1,000 feet on the north
10 end. This would allow the aircraft to be higher
11 over adjacent communities prior to landing, but is
12 not likely to significantly reduce noise impacts to
13 the surrounding areas.

14 Sub-alternative 1G does not change the Eglin
15 Main runway configuration. It would require
16 approaching aircraft to enter the airspace at a
17 higher attitude.

18 Under Sub-alternative 1H, Runway 1-9 would be
19 extended 2,000 feet to the south. This would allow
20 aircraft to be higher over northern communities
21 prior to landing, but would potentially increase in
22 noise on southern communities. Additionally, this
23 sub-alternative would displace existing Eglin
24 functions and assets and would require navigational
25 aids to be placed in Choctawhatchee Bay.

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1 Alternative 2 is Duke Field, which consists of
2 five sub-alternatives. Alternatives 2A, B, and C:
3 These sub-alternatives for Duke Field would add a
4 parallel runway to the east of Duke Field, as well
5 as a landing, helicopter, assault, or LHA, area.
6 This could cause a potential increase in noise over
7 northern Okaloosa County and place an Accident
8 Potential Zone off base. Other considerations
9 include wetlands and streams. The difference
10 between these sub-alternatives is the use of
11 different outlying fields.

12 Alternatives 2D and E: These sub-alternatives
13 for Duke Field would utilize the current single
14 runway configuration and would add an LHA on the
15 east side of the existing airfield. This could
16 cause potential airspace conflicts with Bob Sikes
17 Airport. The difference between these
18 sub-alternatives is the use of different outlying
19 fields, as well.

20 Alternative 3: Choctaw Field consisting of
21 five sub-alternatives. Alternatives 3A, B and C:
22 These sub-alternatives for Choctaw Field would add a
23 runway to the east side of Choctaw's main airfield
24 configuration to allow parallel useable runways. An
25 LHA would also be constructed, and Choctaw Field is

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1 approximately an hour commute from the JSF academic
2 training site located at Eglin Main. In addition,
3 these sub-alternatives could potentially increase
4 noise in the Holley-Navarre communities, impact Navy
5 training missions, and affect wetlands and streams.
6 The difference between these sub-alternatives is the
7 use of different outlying fields.

8 Alternatives 3D and E: These sub-alternatives
9 for Choctaw Field would utilize Choctaw's current
10 airfield configuration and add an LHA to the east
11 side of the existing airfield. Again, Choctaw Field
12 is approximately an hour commute from the JSF
13 academic training site located at Eglin Main. In
14 addition, these sub-alternatives could cause
15 potential conflicts with Bob Sikes, Whiting, and
16 Pensacola Airports, cause impacts to Navy training
17 missions, and potentially increase noise in the
18 Holley-Navarre communities. The difference between
19 these sub-alternatives is the use of different
20 outlying fields.

21 Should Duke Field or Choctaw Field be chosen as
22 the F-35 beddown location, then the hangars approved
23 for construction at Eglin Main, per the JSF Record
24 of Decision, would also be constructed at the new
25 selected location.

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1 Typically new military construction process
2 takes six to eight years before the new facilities
3 are available for occupancy. However, in some
4 instances, Congressional funding can be inserted
5 into the DOD budget to assist in expediting
6 time-sensitive construction activities. Since the
7 delivery of aircraft will begin prior to the
8 completion of construction, Eglin Main would most
9 likely be used for interim operations regardless of
10 the alternative selected.

11 I would now like to discuss the potential
12 environmental issues with you. After the proposed
13 actions and alternatives are identified, the SEIS
14 will examine potential impacts to the human
15 environment that could be affected by these
16 proposals. Potential environmental resources that
17 will be evaluated include: Air quality; biological
18 and cultural resources; hazardous materials; land
19 use; noise; outdoor recreation; physical resources,
20 which includes soils and water resources; safety;
21 socioeconomics; solid waste; transportation; and
22 utilities.

23 I will now turn the meeting back over to Mike
24 so he can go over the scoping input procedures and
25 begin the open forum to solicit your questions and

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1 comments. Mike.

2 MR. SPAITS: Okay. Thanks, Randall. First, if
3 you would like to make a verbal comment tonight and
4 have not signed up to do so, please sign up at the
5 registration table right outside in the vestibule
6 area in the front. Written comment sheets are also
7 available on the table on the side wall here, and
8 know that the written comments will also become part
9 of the administrative record and will receive full
10 and equal consideration.

11 We are making an official record of this
12 meeting to be added to the Supplemental EIS
13 administrative record. This is to ensure that all
14 of your comments are considered in preparing the
15 environmental document. Tonight is not the end of
16 your opportunity to participate in the environmental
17 process. The preparation of a Supplemental EIS is
18 an ongoing process, and as such, you can provide
19 comments anytime throughout its development.

20 Public scoping is also an ongoing process;
21 however, input received by September 17 will be
22 considered when developing the Draft Supplemental
23 EIS.

24 Now we'll take about a five-minute break and
25 come back. If you have not had an opportunity to

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1 look at the displays, we will have displays up here
2 of some of the subject matter for questions and
3 answers.

4 (INTERMISSION)

5 MR. SPAITS: Throughout the comment process, I
6 ask that you keep in mind that this is not an arena
7 for debate, nor is this scoping meeting designed as
8 a question and answer session. Rather, this scoping
9 meeting is the venue the Air Force uses to gather
10 your concerns and input, whether they are through
11 oral or written comments, regarding the proposed
12 action.

13 Since there are no elected officials signed up
14 to speak tonight, we will call all speakers up in
15 the order in which they signed up. If you do speak
16 this evening, please use the microphone made
17 available so that we can hear you clearly and can
18 make an accurate record of your comments. Please
19 limit your comments to five minutes so that everyone
20 has an opportunity to speak. We will be timing your
21 comments, so please abide by the 30-second yellow
22 sign and the red stop sign when they are raised.

23 When you are called up, please state your name
24 for the record before you make your statement. Also
25 we would appreciate it if you would speak clearly

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1 and please direct your comments to Randall and
2 myself. If you are representing a specific group or
3 agency, please identify that group or agency by
4 name. You may give your written comments to Ms.
5 Geeslin or place them in the back on the comment
6 table. Please summarize any written comments in
7 your oral presentation as your written comments will
8 also become part of the official record.

9 Now I'll call the first speaker, Mr. Douglas
10 Wyckoff.

11 MR. WYCKOFF: Thank you very much. My name is
12 Douglas Wyckoff, and I am the duly appointed City
13 attorney for the City of Valparaiso, and I am here
14 in that capacity as representing this City.

15 On behalf of the City, certainly noise impact
16 should be the primary consideration in this
17 Supplemental --

18 AUDIENCE MEMBER: Can you speak up, please?

19 MR. WYCKOFF: -- in this Supplemental EIS and
20 the Record of Decision which will follow. The no
21 action alternative, as well as Alternatives 1A and
22 1F and 1G and 1H presents significant noise impacts
23 to significant portions of the city of Valparaiso
24 and negative impacts. Those alternatives are
25 certainly unacceptable to the City, and in this

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1 Supplemental EIS, we certainly would urge the Air
2 Force to consider the noise impacts on all resources
3 within the noise contours.

4 Certainly the City believes that all of the
5 values important to the mission of JSF can be easily
6 accommodated at Alternative 2 with the
7 sub-alternatives at Duke Field with a minimum of
8 impacts on people, their cultural and outdoor
9 resources, as well as the biological resources that
10 are important to the populations, which is not the
11 case with the no action and the Alternatives A, F,
12 G, and H in Alternative 1.

13 What we do know at this point is the Air Force,
14 the F in the EIS model, the noise of 48 airplanes as
15 opposed to the 59 that the ROD in the Supplemental
16 EIS are going to consider and the additional ROD
17 will make a decision on, but the impact of 48 F-35s
18 resulted in significant levels of noise throughout
19 the city which rendered, according to the United
20 States Environmental Protection Agency,
21 approximately 40 percent of the city uninhabitable.

22 We also know the Air Force's modeling of 107
23 airplanes operating, and the impacts of 48 were
24 generally within the order of magnitude of the
25 impacts of the 107, very severe impacts. We don't

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1 know exactly, because to our knowledge, there has
2 been no modeling completed and released regarding
3 the 59 airplanes. We don't know exactly what the
4 noise levels would be, but we can reasonably
5 anticipate that as a mathematical function the noise
6 contours and the levels of noise will be one to two
7 decibels higher than the 48 and maybe three to four
8 less than the 107 as analyzed in the FEIS that was
9 the basis of this initial ROD.

10 That FEIS did not include any data indicating
11 that the Strobel Program was modeled at all, and
12 it's our certain understanding that that is going to
13 be part of the mix of aircraft and that data
14 certainly tends to include it in any of the
15 modeling. To the extent that any of these
16 airplanes, even in this interim period should
17 another alternative be selected, if any of these
18 airplanes are going to continue to use that air
19 lane, night operations should be limited as much as
20 possible.

21 Under the material, the Draft 2005 decision
22 established Eglin as the initial joint training
23 site, but it does mean that ultimately there will be
24 pilots. Since we are decommissioning the F-15, the
25 F-16, and the F-22, there are going to be pilots

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1 there -- if I could just have ten seconds. There
2 will be new pilots. There will not be any training
3 other than when they come to Eglin. That is a
4 factor that should be considered in the permanent
5 basing of these.

6 Any further and additional RODs should only
7 follow the additional Supplemental EISs, rather than
8 based on one that's going to come out now, and the
9 City reserves the right to address this Draft SEIS
10 and any further ones. Thank you.

11 MR. SPAITS: Thank you. Sir, would you like to
12 provide your written comments for the record?

13 MR. WYCKOFF: No. I'm sure your court reporter
14 will take them down.

15 MR. SPAITS: Thank you. Next I would like to
16 call Ms. Tammy Johnson.

17 MS. JOHNSON: Decline.

18 MR. SPAITS: Thank you. Ms. Candy Hansard.

19 MS. HANSARD: Hi, there. My name is Candy
20 Hansard. I am a resident of Valparaiso. It's
21 getting away from me here. The reason -- one of the
22 reasons that I came here this evening was because
23 I'm concerned about the noise issues on my city, but
24 I'm also extremely concerned about the issue of
25 access to the Gulf of Mexico, which I do expect to

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1 get some answers from the gentlemen who are here
2 this evening that have offered to see if they can
3 find out what's going on with that.

4 But since this is for the record, I don't know
5 if you're familiar with this joint study
6 presentation that was given on August the 12th in
7 Niceville, but they showed a large area from Eglin
8 Air Force Base actually to Destin Pass all the way
9 over to Navarre which they said on the top of this
10 probably are going to decrease -- increase boat
11 traffic. And when I talked to Mike Bomar from
12 Temper Tech, they said that the way they were going
13 to do that was devise permits for artificial reef
14 building and permits for new marinas so that that
15 would decrease boat traffic.

16 And I'm very concerned about that because in
17 our area of the Gulf of Mexico in the panhandle,
18 five percent of the seafloor is natural bottom. The
19 rest of it is sandy bottom, and we have to have
20 artificial reefs in order to create and maintain a
21 sustainable fishery in the Gulf of Mexico in the
22 panhandle. So I'm very concerned about the idea
23 artificial reef building will be impacted and also
24 that the access to the Gulf of Mexico will be
25 impacted.

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1 In our area, millions of dollars are spent on
2 recreational boating, and I'm afraid that if there
3 is a huge area that would -- actually when you look
4 at the maps, it's hundreds of square miles here --
5 for people that don't understand, the square mile is
6 different than just a mile like you're driving down
7 the road -- of access that this map shows that on
8 here they're talking about restricted areas.

9 So I'm concerned about the businesses in the
10 area and the the economic impact of those businesses
11 already have on our area, and I'm concerned about
12 our fisheries. I don't want to have artificial reef
13 building stopped when we have -- at same time we are
14 talking about stopping artificial reef building,
15 they're also cutting our red snapper season. Every
16 single year it's getting shorter and shorter. So we
17 need to be fixing the problems instead of creating
18 more problems, and building artificial reefs is
19 actually the way to fix those problems.

20 And I would like to finish what I'm saying.
21 I'll send you guys a written statement of
22 everything, but I would like to thank you all very
23 much for coming here this evening and being willing
24 to talk to us and being willing to give answers to
25 some questions that we may have in the future, and I

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1 do appreciate that very much. Thank you.

2 MR. SPAITS: Thank you. Ms. Claude Janine
3 Connell.

4 MR. CONNELL: Not exactly. My name is Claude
5 Connell. I live at [REDACTED] in
6 Valparaíso. First I would say something that Candy
7 said, and I would like to thank you, General, for
8 opening up the process again. I'm not just talking
9 about tonight, but in general, because we all need
10 to communicate because I really believe 99 percent
11 or maybe 100 percent of the citizens of this
12 community support the Air Force, as I do. We just
13 need to work this out in a way that makes sense to
14 everyone.

15 With that, I will read my question, and I will
16 submit it in writing. My question basically
17 addresses, I believe, Chart 9. In Chart 9, it
18 expresses the reduction of flights -- I'm sorry --
19 annual flights from 240,000 a year to 150,000 a
20 year. I'm going to read this.

21 From this chart, it appears that the projected
22 number of annual flight operations have been
23 decreased from 240,000 a year to 150,000 a year.
24 This is almost a 40 percent decrease. I'm skeptical
25 of the new estimate. An accurate estimate for the

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1 number of yearly sorties is critical, and I believe
2 one of the most important inputs to the noise model.
3 If this number is reduced without realistic
4 justification, then the SEIS and associated ROD will
5 be skewed for results on paper, but one that would
6 have little meaning in the real world.

7 What has led the Air Force to reduce the number
8 of flight operations so dramatically for the same
9 number of aircraft? If it is because of trained
10 F-16 and F-15 pilots cross-training, then I contend
11 this pool will disappear soon. If the restriction
12 is only for the near term for all aircraft that are
13 available, then I contend the number is misleading.
14 Will you attach or release an abbreviated training
15 syllabus that justifies the reduced flight
16 operation?

17 If the training syllabus is not mature enough
18 for release, then how can it be mature enough to
19 form the basis for the number of flights needed for
20 an accurate SES and Supplemental ROD? What happens
21 if after the ROD is signed the Air Force decides to
22 increase the flight operations to near the 240,000
23 per year number? Would the ROD still be valid? I
24 would contend that the ROD has to be associated with
25 specific noise contours or number of flights, or the

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1 SES and the ROD process are invalid and do not meet
2 the intention of the corresponding regulation. I
3 firmly believe that the only reasonable answer is
4 the basing of the aircraft either at Duke or Choctaw
5 Field. Thank you.

6 MR. SPAITS: Thank you. Sir, do you want to
7 submit your written copy? Okay. Don Caverly.

8 MR. CAVERLY: Don Caverly. I live at [REDACTED]
9 [REDACTED] in Valparaiso. My concern, I guess, is
10 the lack of monetary information that's been seen so
11 far. Primarily, if you remember, there's a joint
12 land use study where they put the sound contours
13 over the areas of Valparaiso, and it showed a large
14 number of houses would probably be uninhabitable
15 with those sound contours, and a large number of
16 houses would have to be retrofitted to reduce the
17 impact of the noise on the habitants.

18 There was no cost data provided with that. It
19 seems like the Environmental Impact Statement should
20 certainly include the cost to the residents of
21 having either a house completely uninhabitable or
22 needing a large amount of noise or soundproofing to
23 make them habitable. Also, that same data or
24 information would apply to the schools, churches,
25 commercial places, and everything else.

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1 And from the tax statement I just received, the
2 property appraiser has reduced the value of the
3 property in Valparaiso by a considerable amount. In
4 my case specifically, the house was decreased by
5 about 15 percent. I don't know how much of that is
6 based on the noise impact or what else, but I don't
7 think anything else has really gone on to reduce it
8 that much.

9 And the way this is being offset is the City is
10 simply proposing to raise their ad valorem tax by
11 about 20 percent to offset it. It looks like some
12 of those costs are certainly going to show up in the
13 Environmental Impact Statement if we are going to
14 show the impact on things like the Okaloosa Darter
15 and the streams and other parts of the environment.
16 Thank you.

17 MR. SPAITS: Thank you. Mr. John Csevep.
18 C-S-E --

19 MR. CSEVEP: That's me. John Csevep from
20 Valparaiso. A number of these alternatives in here
21 were based on the fact that details depend on choice
22 of outlying fields. I don't know if that's able to
23 get more specific on those. It sounds like it's a
24 specific term or a particular meaning, and I don't
25 know particularly what's the real meaning when you

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1 say that. So I would like elaboration on that, if
2 possible.

3 MR. ROWLAND: Sir, specifically, the main
4 operating base is where the aircraft are parked and
5 where they're maintained. The outlying fields are
6 we fly only specific populations to those fields but
7 we don't take off and land and maintain them there.

8 MR. CSEVEP: Well, what does it mean not taking
9 off and landing?

10 MR. ROWLAND: Pattern work or touch and goes,
11 that kind of thing.

12 MR. CSEVEP: Okay. Well, I thought touch and
13 go is more or less landing as far as the people in
14 the area are concerned, is it not?

15 MR. ROWLAND: They typically don't touch down
16 with a touch and go, but it is an aircraft
17 operation, yes.

18 MR. CSEVEP: Okay. I understand why I was
19 confused. Thank you.

20 MR. SPAITS: Mr. Robert Bachelor.

21 MR. BACHELOR: I'm Bob Bachelor. I live in
22 Valparaiso, Florida. Good evening, Mike, and
23 everyone. I have several questions I'm just going
24 to read for the record, and I'll submit them to you.
25 I've already marked this up so I'll send them to you

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1 in an e-mail just like last time.

2 Let me start with some noise questions. With
3 the stand up, you've got 35 original joint training
4 sites at Eglin. The main addition of the Eglin
5 complex will change from one of weapons system
6 development and testing to one of flight training,
7 and with that initial change comes an increase in
8 activity and noise. Not only will the community of
9 Valparaiso be affected, so will areas of Niceville,
10 Shalimar, Shalimar Point, Destin, Kelly Plantation,
11 and Noriega Point. All of the questions I'm asking
12 tonight will apply to both the group of 59 aircraft
13 we are talking about in the ROD, as well as the full
14 compliment of aircraft which may be authorized
15 later.

16 Instantaneous Noise: The SEIS presents noise
17 data as a value of a number of average sorties over
18 a 24-hour period. Obviously this average included
19 periods of time when no noise was generated because
20 the aircraft was not flying over or nearby. While
21 this average decibel number may be meaningful for
22 government studies, it does not represent the
23 real-world situation for some of us who live and
24 play and work in Val-P, Niceville, Shalimar and
25 Shalimar Point, Destin, Kelly Plantation, and

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1 Noriega Point.

2 We need to know how loud an aircraft will sound
3 to us as it flies over or nearby when we walk down
4 the street, go for a run, sit in our backyards to
5 enjoy the outdoors, to play tennis, or tee up a golf
6 ball. And for certain locations in our area, the
7 peaceful times on that golf course or tennis court
8 or that afternoon stroll may be over.

9 The SEIS should present instantaneous noise
10 levels for when a single aircraft flies over or near
11 or around our homes, businesses, churches,
12 recreational facilities, and City offices within our
13 communities. With the 9 April test data collected
14 at Edwards which was used in the variable for 100
15 microphones, those instantaneous noise levels are
16 now known and can be presented. We need to see the
17 real number, not an average number, number averaged
18 down by periods of relative quiet.

19 Noise Penalty: The SEIS assigns a 10 dB
20 penalty to any sortie flown over after 10:00 p.m.
21 and before 7:00 a.m. And the SEIS recognizes that
22 noise in the evening hours is very irritating to
23 those affected, but there is no penalty assigned for
24 what is normally considered evening hours, 7:00 p.m.
25 to 10:00 p.m.

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1 One California study for a school assigned a 5
2 dB penalty for noise between the hours of 7:00 p.m.
3 and 10:00 p.m., as well as a 10 dB penalty after
4 10:00 p.m. I suggest the SEIS consider this 5 dB
5 penalty for operations performed in that same time
6 frame, 7:00 p.m. to 10:00 p.m., and retaining 10 dB
7 penalty for flights between 10:00 p.m. and 7:00 a.m.

8 Number of Operations: Claude's already talked
9 about this. I'll be brief. If we reduce the number
10 down from 240,000 to 150,000, the question then is
11 how valid is the 150,000. It seems that this 37
12 percent lower number of annual flight operations
13 must lower the overall average DNL number, noise
14 level for the F-35. How do we know this number will
15 not increase in the future after the SEIS is
16 completed and approved and the Final ROD signed? If
17 it does increase and the average noise level goes up
18 and we are exposed to corresponding increases in
19 noise, what will the Air Force do in that event, and
20 what recourses do we have?

21 Day Weeks: How many sorties will be flown in a
22 typical day-week scenario. Provide the noise levels
23 for that typical time frame, which is approximately
24 ten hours, 7:00 a.m. to 5:00 p.m., and don't average
25 it over 24 hours. That doesn't really gibe.

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1 Night Weeks: Same thing, how many sorties will
2 be flown in a typical night-week scenario. You
3 should provide those noise levels, as well, and
4 average those over five hours, not 24.

5 Training Syllabus: The training syllabus is
6 the basis for the noise studies and should be
7 clearly presented in the SEIS. The SEIS should
8 explain the syllabus used in generating the noise
9 data: How many fan flights, formation flights,
10 instrument flights, bombing missions, strafing
11 missions, et cetera.

12 Screening Criteria: The public scoping briefly
13 states screening criteria will be used to eliminate
14 some alternatives, and any alternatives eliminated
15 should be identified with those criteria for
16 elimination.

17 All or most of these adverse effects on our
18 communities can be averted if the F-35 operations
19 moved to Duke Field. I'm pleased that the Duke
20 Field option is under consideration. Of all the
21 alternatives, this is the one choice to convert the
22 noise impact to our communities. Thanks.

23 MR. SPAITS: Thank you. Mr. Robert Webb.

24 MR. WEBB: Good evening. I have two that I'll
25 be speaking to this evening. This question is two

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1 parts. It pertains to Eglin Range Complex
2 scheduling priorities and what the relative
3 priorities for the various missions will be in the
4 future. In other words, what will be the mix of
5 training and Test and Evaluation missions in the
6 SEIS are met that the SEIS studies? When mission
7 requirements are put on the scheduling process, if
8 all the requirements could not be supported, which
9 mission will be non-scheduled?

10 B Part: It is important for the SEIS to
11 include the maximum mission requirements workload
12 for the ultimate number of F-35 aircraft that will
13 be stationed at Eglin, not at the intermediate
14 flight ops load that we already know will be
15 exceeded when the full allocation of aircraft is
16 here and fully engaged in training.

17 Use of new-term ops data will result in falsely
18 low and inaccurate noise contours. The second ROD
19 will be based on the SEIS data, so the SEIS must
20 accurately model the long-term, steady-state F-35
21 ops level. The initial F-35 deployment start-up
22 transient will last only five years; whereas, the
23 aircraft will be here in operation for an additional
24 30 years or more.

25 This is a little bit of it right here. I feel

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1 compelled to make a personal statement about the
2 F-35 deployment to Eglin. I'm not against aircraft.
3 In fact, I and many others in this room have made
4 Eglin Air Force Base and its aircraft our careers.
5 I favor progress. As a research engineer, progress
6 and new technology were my main projects. The F-35
7 will bring a positive economic input to Okaloosa
8 County to replace the loss of the 33rd Tactical
9 Fighter Wing F-15s. I say it again: Positive
10 economic input to all of Okaloosa County.

11 Actually, the Army 7 Special Forces Group will
12 more than economically replace the 33rd with the
13 F-35 providing surplus stimulus, but there are
14 always downsides and negative impacts for progress
15 and growth: Loss of woodland areas, increased auto
16 traffic, denser populations, et cetera.

17 In the case of the F-35 arrival, up to this
18 point in time, the people of and the City of
19 Valparaiso have taken also almost the full brunt of
20 the negative impact of the F-35 deployment: Very
21 high noise levels, lower housing values, lower
22 quality of life, massive changes in city layout, tax
23 revenue problems, et cetera. I have been absolutely
24 appalled at the way that other municipal government
25 entities in the county, particularly the county

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1 commission, have heartlessly sacrificed Valparaiso's
2 residents' quality of life for their own gain. The
3 just-completed JLUS has only minor suggested changes
4 for all other entities while Valparaiso has massive
5 changes mandated.

6 Where am I going with this? Here's the point.
7 Since the F-35 will be an upside economic gain to
8 the whole area population, then the negative impacts
9 of the F-35 should be equally shared, also.
10 Crestview wants and needs the F-35, so they should
11 be willing to accept some additional noise from the
12 flying in and out of Duke Field. The same thing
13 goes should the Air Force decide to utilize Choctaw
14 Field to some extent. I would ask the Air Force in
15 the SEIS and ROD deliberations to share the downside
16 wealth and offload some of the noise of an
17 admittedly very loud aircraft to some of our
18 neighbors. Valparaiso wants the F-35. We just
19 don't want it all.

20 MR. SPAITS: Ms. Andrea Lernihan.

21 MS. LERNIHAN: Pass.

22 MR. SPAITS: Mr. Bill Kuhl.

23 MR. KUHL: Pass.

24 MR. SPAITS: Thank you. Is there anybody else
25 that would like to comment at this time? We've gone

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Scoping Meetings Transcripts and Oral Comments

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1 through all of our list of sign-ups.
2 (No response.)
3 MR. SPAITS: Okay. I appreciate your time and
4 interest in the proposed changes at Eglin Air Force
5 Base. Should you later decide to make additional
6 comments, you may write to the address shown on your
7 comment sheet. Thanks for your participation
8 tonight. This meeting is adjourned
9 (Scoping meeting adjourned at 7:00 p.m.)
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1 CERTIFICATE OF REPORTER

2

3 STATE OF FLORIDA)

COUNTY OF WALTON)

4

5 I, Pamela S. Dietrich, certify that I was authorized
6 and did stenographically report the foregoing SEIS
7 Scoping Meeting and that the transcript is a true and
8 complete record of my stenographic notes.

9 WITNESS MY HAND this 1st day of September, 2009.

10

11

12

/S/ Pamela S. Dietrich

PAMELA S. DIETRICH

13

COURT REPORTER

(Electronic Signature Added)

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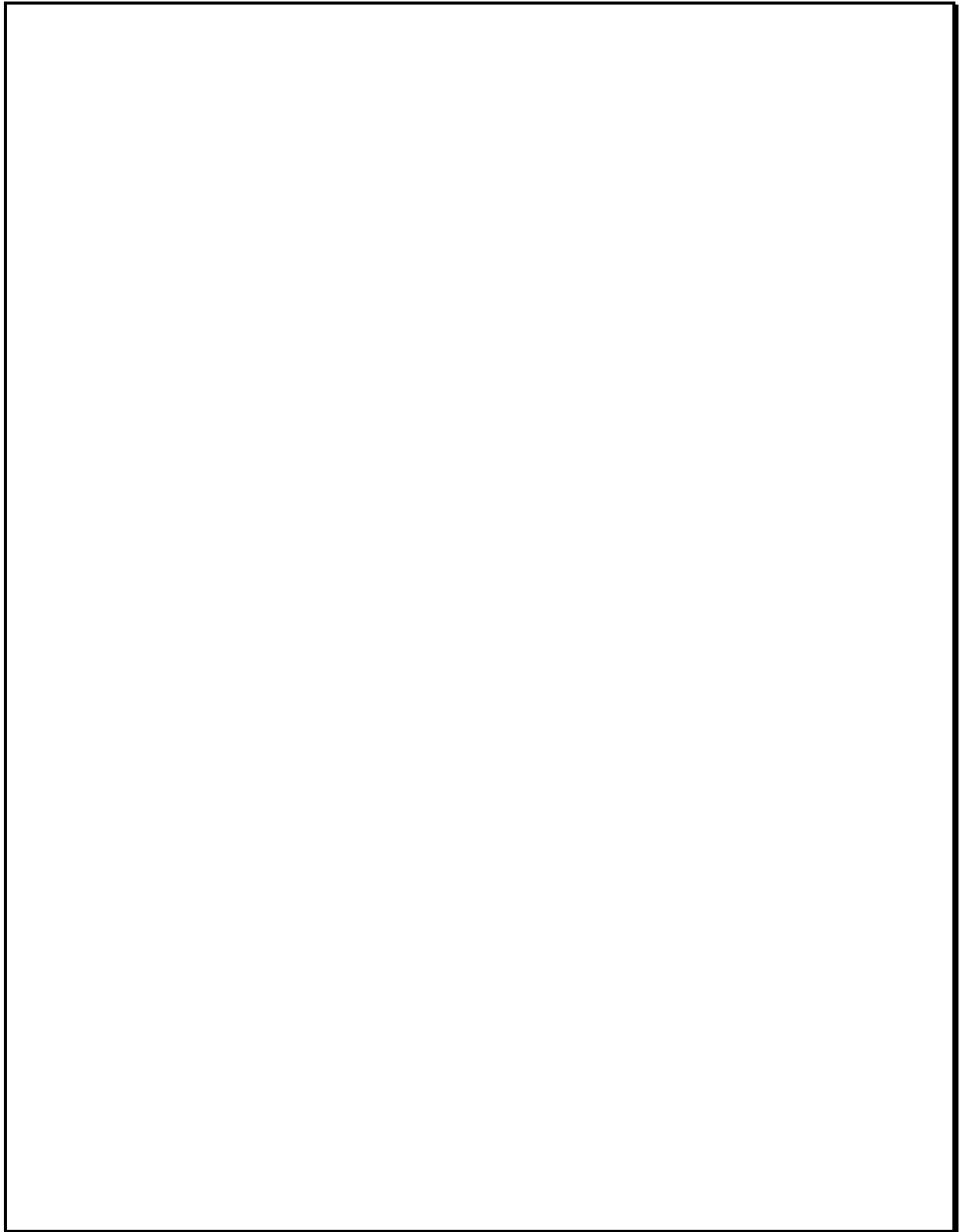
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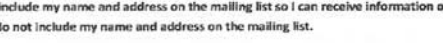
APPENDIX H

**WRITTEN COMMENTS RECEIVED DURING PUBLIC
SCOPING PROCESS**



Appendix H

Written Comments Received During Public Scoping Process

Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>Valparaiso First Baptist Church</u>	DATE: <u>18 August 2009</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<p><i>I have attended many F-35/BRAC meetings since 2005. Starting with the first public meeting at Niceville High School. I was expecting a much different outcome than what developed over the past 4 years. With the arrival of General Davis and Col McClintock the exchange of views regarding noise mitigation appears to be better.</i></p> <p><i>Much of my savings are tied up in my home in Valparaiso. I now find myself inflexible to move and help family members elsewhere because of the projected high dB environment as documented in the current ILUS and EIS. Housing values have plummeted. High noise environment "in a real estate contract in today's market is the kiss of death."</i></p> <p><i>I commend the Air Force for holding the scoping meetings and initiating the BRAC SEIS. I attended both the</i></p>	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>Charles L. Apel</u>	
Organization: 	
Address: 	
City/State/Zip: 	
<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.	
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	

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Niceville and Valparaiso August 2009 meetings. I am concerned that the recently announced cut in F-35 sorties by 30% will be allowed to significantly influence the SEIS. We all know how programs continuously change over time. Mr Bob Webb and Mr Bob Bachelor have articulated most of my concerns.

I totally support Mayor Arnold in exercising his fiduciary responsibility to protect the citizens of Valparaiso. A well thought out SEIS could solve the F-35 noise/nuisance issue so we can all peacefully coexist. I am totally convinced that Duke and Choctaw Fields are the answer.

Thanks for the professional scoping presentations and invitation for public comment. Please contact me at (850) 678-5677 if I can be of any help regarding this issue.

Best Regards,

Charles L. Apel
#101, USAF (ret)

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Written Comments Received During Public Scoping Process

-----Original Message-----

From: bachelorr [REDACTED]
 Sent: Tuesday, September 15, 2009 10:41 PM
 To: Spaits, Mike CIV USAF AFMC 96 ABW/PA; Vanover, Marie M Ms CIV USAF AFMC
 96 ABW/PA; Rowland, Randall CIV USAF AFMC 96 CEG/CEV
 Cc: [REDACTED]
 Subject: SEIS Questions and Comments, Part 1 of 3

Mike, I will send you my questions and comments in 3 parts because I'm not sure how AOL will treat the files if they get too big. Don't want to have the attachment end up being zipped and the AF system strip the attachment.

The first part will be my comments and questions presented on 27 Aug at the Valp Public Scoping meeting. Part 2 will be some additional questions, 2 additional alternatives to consider, and an evaluation of the original alternatives proposed in the SEIS briefing. Part 3 is a letter that I sent to Ms Ferguson on 10 Sep. I thought you should have a cy of it and can do with it what you see fit, perhaps include it in the list of information that the public has submitted to you wrt the initial Public Scoping period for the SEIS and in the SEIS itself. Your call.

I hope that you understand things when viewed from my perspective. In 1979, my wife and I decided that Valparaiso would be our home after living here from 1975 to 1978 and buying our first home - not even 1000 square feet, including the garage, no less. So, we began investing in property in Valp for expansion of our property and for rental properties, too, as time went on. We moved back here for good in 1987, eventually returning to Valp in 1993 or so. It is that investment that I am trying to protect, selfish as that may sound. Our retirement monies have already been affected - a renter is now hesitant about buying one of our houses because of the F-35 noise. And one of the Wyle lab reports in the FEIS (I have a cy from their web site) provides a method to determine the loss in property value due to noise. I may add that as another q tomorrow night, but am too tired now to compose the q.

All of this can be averted if the AF will select Alt 2A and add a parallel runway at Choctaw (new alt that I recommend studying). I know that this will be expensive and that AF TOA is limited but it requested these aircraft be placed here, perhaps without understanding the noise that the F-35 engine would produce but I believe that someone knew. Why? Because according to the PW web site that I researched some time ago in trying to figure out just how this all happened, at the time of the BRAC 2005 commission, the engine had 2500 test hours on it. It would be very surprising to me that AF officials from the F-35 Program Office had not visited PW test site in southern FL (Ft Lauderdale?) for several of these test runs and realized just what was about to be unleashed on Eglin.

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Written Comments Received During Public Scoping Process

But we are where we are. The process is what it is. I'm just trying to protect my family and I know that there is a viable alternative available. It just takes money - which depending upon what "cause" is being pushed in congress, there seems to be plenty of.

Enough.

Regards, Bob

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Written Comments Received During Public Scoping Process

27 Aug 09

Questions Presented at the Valparaiso BRAC 2005 SEIS Public Scoping Meeting

1. Noise Questions. With the standup of the F-35 Initial Joint Training Site at Eglin AFB, the main mission of the Eglin complex will change from one of weapon system development and testing to one of flight training. And with that mission change comes an increase in aircraft activity and noise. Not only will the community of Valparaiso be affected, but so will areas of Niceville, Shalimar, Shalimar Point, Destin, Kelly Plantation, and Noriega Point.
 - a. All of the questions apply to both the group of the first 59 aircraft authorized in the existing Record of Decision and the full complement of 107 aircraft which may be authorized later.
 - b. Instantaneous Noise. The FEIS presented noise data as a value or number averaged over a 24 hour period. Obviously, this average included periods of times when no noise was generated because an aircraft was not flying over or nearby. While this average decibel number may be meaningful for government studies, it does not represent the real world situation for some of us who live, play and work in Valparaiso, Niceville, Shalimar, Shalimar Point, Destin, Kelly Plantation and Noriega Point. We need to know how loud the aircraft will sound to us as it flies over or nearby when we walk down the street, go for a run, sit in our back yards to enjoy the outdoors, get ready to play tennis or tee up a golf ball. For certain locations in our area, the peacefully quiet times on the golf course and tennis courts or that afternoon stroll may be over. The SEIS should present the instantaneous noise levels when a single aircraft flies over, near, and around our homes, businesses, churches, recreational facilities, and city offices in our communities. With the Apr 09 test data collected at Edwards AFB, which used an array of over 100 microphones, those instantaneous noise levels are now known and can be presented. We need to see the real number for noise generated by this aircraft and not only a number that is averaged down by periods of relative quiet.
 - c. Noise Penalty. The FEIS assigns a 10dB DNL penalty to any sortie flown after 10PM and before 7AM. And the FEIS recognizes that aircraft noise in the evening hours is very irritating to those affected, yet there is no penalty in what is normally considered evening hours from 7 – 10PM. One California study for a school assigned a 5dB penalty for noise between the hours of 7 – 10PM and a 10dB penalty after 10PM. I suggest that the SEIS consider this 5dB penalty for operations performed in that same time frame of 7PM to 10PM and retain the 10dB penalty for flights between 10PM and 7AM.
 - d. Number of Operations. The SEIS Public Scoping Briefing states that the number of operations will be reduced from 240,000 to 150,000 per year. I understand that the complete training syllabus is still under development at this time. The question is then how valid is the 150,000 number which will be used to generate the 24 hour average DNL noise levels and contours. It would seem that this 37% lower number of annual flight operations must lower the overall 24 hour average DNL noise level of the F-35. How do we know that this number will not increase in the future after the SEIS is completed and approved and the final ROD is signed? And if it does increase, and the noise levels that we are exposed to correspondingly increase, what will the Air Force do in that event and what recourse do the affected areas have?

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- e. Day Weeks. Identify how many sorties will be flown in a typical day-week scenario. Provide noise levels for a typical day-week when most of the sorties are flown in day hours. If an average noise level is to be produced, the noise levels should be averaged over that period of time that the sorties are flown in, approximately 10 hours (7AM – 5PM), and not over 24 hours.
- f. Night Weeks. Identify how many sorties will be flown in a typical night-week scenario. Provide noise levels for a typical night-week when most of the sorties are flown in night hours. If an average noise level is to be produced, the noise levels should be averaged over that period of time that the sorties are flown in, approximately 5 hours (6PM – 10PM), and not over 24 hours.
- g. Training Syllabus. The training syllabus is the basis for the noise study and it should be clearly presented in the SEIS. SEIS should explain the training syllabus used in generating the noise data – familiarization flights, formation flights, instrument flights, bombing missions, strafing missions, etc. – where these flights are flown and when they are to be performed.
- h. Screening Criteria. The SEIS Public Scoping briefing states that screening criteria may be used to eliminate some of the alternatives under consideration. If any alternatives are eliminated using this screening criteria, the SEIS should identify factors in this criteria and those alternatives that are eliminated in this way.
2. All or most of the adverse noise effect on our communities can be averted if the F-35 flight operations move to Duke Field. And I am very pleased that the Duke Field option is under consideration. Of all the alternatives, it is the one choice that can avert the noise impact to our communities.

Robert Bachelor



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Written Comments Received During Public Scoping Process

From: bachelorm [REDACTED]
Sent: Tuesday, September 15, 2009 10:43 PM
To: Spaits, Mike CIV USAF AFMC 96 ABW/PA; Vanover, Marie M Ms CIV USAF AFMC 96 ABW/PA;
Rowland, Randall CIV USAF AFMC 96 CEG/CEV
Cc: [REDACTED]
Subject: Bachelor Additional Q's - Part 2

Mike, part 2.

Bob

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Written Comments Received During Public Scoping Process

15 September 2009

Additional Questions For And Comments To BRAC 2005 Supplemental Environmental Impact Statement

1. Training Syllabus. The first 59 F-35 aircraft that comprise the initial aircraft at the Eglin AFB complex consist of Air Force, Navy, and Marine Corps variants. Each Service will have its own syllabus to train its pilots. And these syllabuses will have different flight profiles, power settings, approaches, landings, etc. The SEIS should identify how these differences are dealt with in developing the noise contours associated with accomplishing the objectives of each syllabus.
2. Soundproofing Costs. To ensure that all costs are considered in the various alternatives under evaluation, the cost to soundproof the various facilities on Eglin Main should be included in the SEIS, if any alternative involving repeated sorties and flights using the runways at Eglin Main is the final selection. For example, if Alternative 1A, 2B, 2C, or 2D is selected, the cost of soundproofing at the Eglin Main facilities should be included in the evaluation to more accurately reflect the total cost of the alternative.
3. F-35B and F-35C Noise. How will the noise for the Navy and Marine Corps F-35 aircraft variants be estimated or determined? If the noise data for these aircraft is to be scaled from the F-35A aircraft, then the SEIS should:
 - a. Explain and describe the scaling factor(s).
 - b. Show a tabular comparison (with values) of the 3 F-35 variants noise values, similar to the April 2009 noise charts in the briefing released by the JSF Program Office and Lockheed Martin, subj: F-35 Acoustics Based on Edwards AFB Acoustics Test. Note: I suspect that there is an error on page 5 of the briefing. It would seem that for the Military Power setting, the F-35 should be shown between the F-22 and F/A-18 E/F aircraft rather than being grouped with the lower noise producing F-15, F-16 and F/A-18C/D.
4. New Alternatives for Consideration. It appears that parallel runways at training bases are a fundamental necessity for conducting efficient training operations. Luke AFB, Moody AFB, Columbus AFB, and Laughlin AFB all have a parallel runway while NAS Oceana has 2 parallel runways. Several Duke Field Alternatives (2B, 2C, 2D) have called out a parallel runway for Duke Field and use Eglin Main as an OLF. At the Valparaiso Public Scoping meeting, in response to a question from the audience, the Air Force indicated that OLF operations involved touch and go's, overflights, and pattern work. This will place a considerable amount of noise over Eglin Main and the surrounding communities. There are two new alternatives which will eliminate the need for OLF operations on Eglin Main. Both of these alternatives would keep all training flight operations on fields that are in remote locations on the Eglin AFB range complex, thus eliminating the repeated noise problem on Eglin Main facilities and its surrounding communities. I suggest that both of these new alternatives be added to the list of candidates for the SEIS.
 - a. Alternative 2F. Parallel Runway and LHA at Duke Field and Parallel Runway at Choctaw Field OLF.
 - b. Alternative 2G. Parallel Runway and LHA at both Duke Field and Choctaw Field OLF.
5. Number of Annual Flight Operations. The SEIS briefing stated on slide number 9 that the estimated number of flight operations was now reduced from 240,000 in 2006 to an estimated 150,000 in 2009. The point here is that this is an estimate. I made my own estimate of annual operations. Considering 50 aircraft flying twice a day, with a takeoff and landing, 3 touch and go landings, for 20 days per month, 12 months per year, yields a total of 192,000 estimated annual operations. Suggest that the SEIS explain the derivation and composition of the 150,000 annual sortie estimate or whatever annual sortie estimate is finally selected.

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6. SEL and DNL Noise Contours. Suggest the SEIS show both SEL and DNL noise contours over the affected communities.

7. Qualitative Assessment of Air Force SEIS Proposed Alternatives. After reviewing the material provided at the latest SEIS Public Scoping meetings, listening to the presentations, using all of the information that I have available to me, and considering all of the impacts to the local communities surrounding Eglin Main as well as Eglin Main itself, it is my conclusion that the only viable alternative of those originally proposed in the SEIS briefing material is to base the 59 F-35 aircraft at Duke Field, Alternative 2A.

I have attended the public meetings on the draft Environmental Impact Statement (EIS) in 2008; town hall meetings in Crestview, Niceville, and Fort Walton Beach this year; the SEIS Public Scoping meetings at Niceville and Valparaiso in August 2009, and two Gulf Regional Airspace Strategic Initiative briefings (due to be complete in December 2010). I have also studied the Final EIS and its appendices, the Record of Decision that bases the initial 59 F-35 aircraft at Eglin AFB, several Wyle Laboratory reports referenced in the FEIS, and the April 2009 noise charts for data collected at Edwards AFB, CA.

In addition, I checked several AF training bases (Luke, Moody, Columbus, Laughlin) and found that all had parallel runways. Oceana Naval Air Station has intersecting runways both with a parallel runway. It would appear, then that parallel runways are critical, perhaps essential, to an efficient training base.

With all of the above information, I qualitatively reviewed each alternative proposed in the SEIS Public Scoping briefing and objectively narrowed the 18 alternatives down to 2 candidates. My rationale for screening down to these 2 candidates is in the attached table.

My further screening of these two candidates follows:

- a. Alternative 1A, No Action Alternative. This alternative is deemed unacceptable for the reasons that follow. This alternative maintains the present course of action to base the aircraft on and conduct all operations from Eglin Main. This will, of course, result in noise levels of at least 65 dB DNL on the communities of Valparaiso, Niceville, Shalimar and its unincorporated areas including Shalimar Point, Destin, and Kelly Plantation, and many Eglin AFB facilities: McKinley Climatic Hangar (a unique national asset), the hospital, offices, child care facilities, commissary, BX complex, and base housing, just to name a few, as well as the VA clinic. The Air Force will have to fund soundproofing many of the facilities on the main base if the aircraft are based at Eglin Main. Not to mention that Eglin Main does not have the apparently, mandatory, parallel runway, a fundamental characteristic of a training base.
- b. Alternative 2A, Parallel Runway with LHA at Duke and Choctaw OLF. This alternative is the best of the original proposed SEIS alternatives for the reasons that follow. This alternative completely eliminates all the noise impacts to the many community areas surrounding Eglin Main and Eglin Main facilities cited above. The parallel runway at Duke Field also deconflicts ILS operations between Duke Field and Bob Sikes airport in Crestview. It has the parallel runway characteristic, a fundamental component of a training base, with the further benefit of moving F-35 noise over uninhabited areas east of Crestview. However, with Choctaw as an OLF, conflicts with the Navy flight operations using Choctaw could arise. Nevertheless, it is the better of the remaining two alternatives in my evaluation.

Robert Bachelor

Atch: Qualitative Evaluation of Original SEIS Candidate Alternatives

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Qualitative Evaluation
of the
Eglin AFB Realignment and Closure (BRAC) 2005 Supplemental Environmental Impact Statement,
Original Candidate Alternatives

Alternative	Title	Evaluation
1A	No Action Alternative	Possible, but not the best. Significant noise impact to local communities and many Eglin Main facilities. Substantial sound proofing required on Eglin Main.
1B	New Eglin Runway	Not feasible. Requires munitions storage area to be moved.
1C, D, E	New Parallel Runways Northwest of Eglin Main	Not feasible. Aircraft security during taxi to runways, significant noise impact to Shalimar/Poquito Bayou, Camp Pinchot area and the University of Florida Graduate Education and Research Center. Poquito Bayou residents were successful in turning away previous military housing project on nearby government land. Also, the AF has delayed the Lifestyle Center project (BX, commissary relocation) because of its proximity to the planned F-35 basing at Eglin Main.
1F, G, H	Extend Runway 19 2000 feet	Not worth the expense. Negligible decrease in noise over Valparaiso.
2A	New parallel runway + LHA at Duke	Best Choice. Eliminates most, if not all, noise over Eglin Main facilities and neighboring communities. Eliminates conflict between Duke ILS operations and Bob Sikes Airport ILS operations (Navy aircraft).
2B,C	New parallel runway + LHA at Duke, Eglin & Choctaw as OLFs	Produces noise on Eglin Main facilities and neighboring communities through OLF flight operations. Eliminates conflict between Duke ILS operations and Bob Sikes Airport ILS operations (Navy aircraft).
2D, E	Single Runway at Duke + LHA at Duke, Eglin & Choctaw as OLFs	Produces noise on Eglin Main facilities and neighboring communities through OLF flight operations. Does not solve Duke – Bob Sikes Airport ILS operations conflicts.
3A	Parallel Runway + LHA at Choctaw, Duke as OLF	Conflicts with Navy T-6 operations at Choctaw. Does not solve Duke- Bob Sikes Airport ILS operations conflict.
3B, C	Parallel Runway + LHA at Choctaw, Eglin & Duke as OLFs	Conflicts with Navy T-6 operations at Choctaw. Produces noise on Eglin Main facilities and neighboring communities. Does not solve Duke- Bob Sikes Airport ILS operations conflict.
3D, E	Single Runway + LHA at Choctaw, Duke as OLFs	Conflicts with Navy T-6 operations at Choctaw. Does not solve Duke- Bob Sikes Airport ILS operations conflict.

Note: Luke AFB, Moody AFB, Columbus AFB, and Laughlin AFB all have parallel runways. Oceana NAS has intersecting runways with each having a parallel runway.

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Written Comments Received During Public Scoping Process

From: bachelorm [REDACTED]
Sent: Tuesday, September 15, 2009 10:45 PM
To: Spaits, Mike CIV USAF AFMC 96 ABW/PA; Vanover, Marie M Ms CIV USAF AFMC 96 ABW/PA;
Rowland, Randall CIV USAF AFMC 96 CEG/CEV
Subject: Bachelor Q's - Part 3

Mike, this is the letter to Ferguson.

Bob

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Written Comments Received During Public Scoping Process

Robert R Bachelor


10 September 2009

Ms. Kathleen Ferguson
 Deputy Assistant Air Force Secretary
 (Installations)
 1665 Air Force Pentagon
 Washington DC 20330-1665

Dear Ms Ferguson,

As a resident of Valparaiso, Florida, I have been following closely the development of the F-35 Initial Joint Training Site at Eglin AFB. In this letter I want to express to you what I believe is the most favorable alternative of those proposed with respect to basing the 59 F-35 IJS aircraft at the Eglin AFB complex and relay to you a major concern with the Supplemental Environmental Impact Statement (SEIS) analysis.

First, after reviewing the material provided at the latest SEIS Public Scoping meetings, listening to the presentations, using all of the information that I have available to me, and considering all of the impacts to the local communities surrounding Eglin Main as well as Eglin Main itself, it is my conclusion that the only viable alternative is to base the 59 F-35 aircraft at Duke Field, Alternative 2A.

I have attended the public meetings on the draft Environmental Impact Statement (EIS) in 2008; town hall meetings in Crestview, Niceville, and Fort Walton Beach this year; the SEIS Public Scoping meetings at Niceville and Valparaiso a couple of weeks ago, and two Gulf Regional Airspace Strategic Initiative briefings (due to be complete in December 2010). I have also studied the Final EIS and its appendices, the Record of Decision that bases the initial 59 F-35 aircraft at Eglin AFB, several Wyle Laboratory reports referenced in the FEIS, and the April 2009 noise charts for data collected at Edwards AFB, CA.

In addition, I checked several AF training bases (Luke, Moody, Columbus, Laughlin) and found that all had parallel runways. Oceana Naval Air Station has intersecting runways both with a parallel runway. It would appear, then that parallel runways are critical to an efficient training base.

With all of the above information, I qualitatively reviewed each alternative proposed in the SEIS Public Scoping briefing and objectively narrowed the 18 alternatives down to 2 candidates. My rationale for screening down to these 2 candidates is in the attached table.

My further screening of these two candidates follows:

1. Alternative 1A, No Action Alternative. This alternative maintains the present course of action to base the aircraft on and conduct all operations from Eglin Main. This will, of course, result in noise levels of at least 65 dB DNL on the communities of Valparaiso, Niceville, Shalimar and its unincorporated areas including Shalimar Point, Destin, and Kelly Plantation, and many Eglin AFB facilities: McKinley Climatic Hangar (a unique national asset), the hospital, offices, child care facilities, commissary, BX complex, and base housing, just to name a few, as well as the VA clinic. The Air Force will have to fund soundproofing many of the facilities on the main base if the aircraft are based at Eglin Main. Not to mention that Eglin Main does not have the apparently, mandatory, parallel runway, a fundamental characteristic of a training base. Therefore, Alternative 1A is deemed unacceptable for all of these reasons above.

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2. Alternative 2A. Parallel Runway with LHA at Duke and Choctaw OLF. This alternative completely eliminates all the noise impacts to the many community areas surrounding Eglin Main and Eglin Main facilities cited above. The parallel runway also deconflicts ILS operations between Duke Field and Bob Sikes airport in Crestview. It has the parallel runway, a fundamental component of a training base, with the further benefit of moving F-35 noise over uninhabited areas east of Crestview. However, with Choctaw as an OLF, conflicts with the Navy flight operations using Choctaw could arise. Nevertheless, it is the better of the remaining two alternatives in my evaluation.

Therefore, of the options currently proposed, I conclude that Alternative 2A - Duke Field with a parallel runway and LHA and Choctaw OLF is the most viable, and preferred option for locating the F-35 aircraft of the ITJS.

Another possibility or alternative to consider for the SEIS is a parallel runway at both Duke and Choctaw Field. This investment, while adding cost to the overall program, will benefit the Air Force and the Navy by providing more capability at Choctaw Field. I suggest this alternative be added to the mix for study in the SEIS.

Second, I have the following concern. My purpose here is to make sure that you, in your position, are fully aware of what I have learned through open, public channels. This is not "insider" information that was obtained through personal contacts or any other means. The basis for the noise calculations is the number of annual operations which will be performed by the aircraft of the ITS. Fundamental to developing this number is the training syllabus which I have learned through the SEIS Public Scoping meetings will not be complete (Block 3) until well after September 2010. Further, the SEIS briefing states that the number of annual airfield operations is now estimated to be 150,000 for 59 aircraft; a 37% reduction from the 240,000 operations estimated in the FEIS. I am not certain if the 240,000 is for 48 aircraft or 107 aircraft. Nevertheless, this is a significant decrease in operations. And with that reduction, it follows that the noise generated by that reduced number of events must also decrease.

In an attempt to quantify things in my mind, I performed my own estimate of annual operations using the 59 aircraft of the ROD. I assumed 50 aircraft would fly 2 sorties a day, with 3 touch and go's for each sortie. With 20 flying days per month, the total number of annual operations is 192,000, a 28% increase in annual operations over the SEIS estimate of 150,000 annual operations. So, rather than decreasing, it appears that the annual flying operations will be higher than what is proposed as a first order number to produce noise contours in the SEIS.

These two issues (training syllabus and number of annual operations), unless resolved and until addressed, certainly cast doubt on the validity of the analysis upon which the decision(s) of the SEIS will be based.

Last, I have been trying for the last six months, without success, through official Air Force channels here at Eglin AFB, to get a copy of the F-16 training syllabus from Luke AFB, AZ. Last month (mid month) I emailed the public affairs office through the Luke AFB website, 'contact us' tab. I have yet to receive any reply (phone call, letter, or email) or even an auto-acknowledgement of the receipt of my email. I want to use it as an approximation for the number of training flights in the F-35 syllabus. Perhaps you can get me a copy?

As I wrote you in May this year, this issue is very important to me and many people here in Valparaiso. It is also important to many others in the surrounding communities but they don't seem to understand that their areas are also affected by this BRAC 2005 decision. I simply want the Air Force to perform an objective assessment using accurate input data and information so that the output data upon which you will base your decision next year is complete and accurate.

Very truly yours,

Robert R Bachelor

Atch: Qualitative Evaluation of Alternatives

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Qualitative Evaluation
of the
Eglin AFB Realignment and Closure (BRAC) 2005 Supplemental Environmental Impact Statement,
Original Candidate Alternatives

Alternative	Title	Evaluation
1A	No Action Alternative	Possible. Significant noise impact to local communities and many Eglin Main facilities. Substantial sound proofing required on Eglin Main.
1B	New Eglin Runway	Not feasible. Requires munitions storage area to be moved.
1C, D, E	New Parallel Runways Northwest of Eglin Main	Not feasible. Aircraft security during taxi to runways, significant noise impact to Shalimar/Poquito Bayou, Camp Pinchot area and the University of Florida Graduate Education and Research Center. Poquito Bayou residents were successful in turning away military housing project on nearby government land. Also, the AF has delayed the Lifestyle Center project (BX, commissary relocation) because of its proximity to the planned F-35 basing at Eglin Main.
1F, G, H	Extend Runway 19 2000 feet	Not worth the expense. Negligible decrease in noise over Valparaiso.
2A	New parallel runway + LHA at Duke	Best Choice. Eliminates most, if not all, noise over Eglin Main facilities and neighboring communities. Eliminates conflict between Duke ILS operations and Bob Sikes Airport ILS operations (Navy aircraft).
2B, C	New parallel runway + LHA at Duke, Eglin & Choctaw as OLFs	Produces noise on Eglin Main facilities and neighboring communities through OLF flight operations. Eliminates conflict between Duke ILS operations and Bob Sikes Airport ILS operations (Navy aircraft).
2D, E	Single Runway at Duke + LHA at Duke, Eglin & Choctaw as OLFs	Produces noise on Eglin Main facilities and neighboring communities through OLF flight operations. Does not solve Duke – Bob Sikes Airport ILS operations conflicts.
3A	Parallel Runway + LHA at Choctaw, Duke as OLF	Conflicts with Navy T-6 operations at Choctaw. Does not solve Duke- Bob Sikes Airport ILS operations conflict.
3B, C	Parallel Runway + LHA at Choctaw, Eglin & Duke as OLFs	Conflicts with Navy T-6 operations at Choctaw. Produces noise on Eglin Main facilities and neighboring communities. Does not solve Duke- Bob Sikes Airport ILS operations conflict.
3D, E	Single Runway + LHA at Choctaw, Duke as OLFs	Conflicts with Navy T-6 operations at Choctaw and produces noise on Eglin Main facilities and neighboring communities. Does not solve Duke- Bob Sikes Airport ILS operations conflict.

Note: Luke AFB, Moody AFB, Columbus AFB, and Laughlin AFB all have parallel runways. Oceana NAS has intersecting runways with each having a parallel runway.

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Written Comments Received During Public Scoping Process

TRAVIS KENNETH BYNUM, I

Para-legal Services & Investigative Consultation

September 17, 2009

Public Affairs:Comment on F - 35's - Cert.Rct:7005 1820 - 0006 - 3129 - 1843.

Considering that your "comment period " does not meet the legal standards for divestment of a Vested Right of Peace and Quiet under Article 2, Section 7,Constitution of Florida; Nor does it address the Original Rights of the Original Settler Families; Nor have you stated where you were planning on getting the WATER for those 4,000 people; Nor did you mention paying for that which you have no right to touch!

Forward to my attorney;A: Your deed to Water Rights! B:Mine is the only deed in sixteen counties, and you knew better than to try to steal from me! There are no Avigation Easements, nor Waivers of Constitutional Rights on file - Produce same. You have 20 days.

Sincerely,



Travis Kenneth Bynum, I

Water Rights Owner,

See appended letter for attorney,Right to Original Settler Family Jury invoked!

P.S. It cost a reported \$54 million to evacuate Eglin in Ivan, plus almost a billion to rebuild NAS Pensacola. You cannot justify a base on the Gulf Coast.

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<p>RUSSELL A. BADGERS MARY JANE BASS ELIZABETH G. CALLAHAN JAMES B. CAMPBELL J. HIGDON DANIEL II JOHN P. DANIEL TERRE L. DEGER THOMAS F. GONZALEZ STEVEN R. GRIFFIN DAVID E. HIGHTOWER BRET M. KAVIS DARY B. LEIGHTMAN JACK W. LUTON II DAVID L. MADGE WILLIAM H. MITCHELL PETER J. HOSKAY RALPH A. PETERSON JOE SCARBOROUGH JEFFREY A. STONE DAVID B. TAYLOR II RUSSELL F. VAN SICKLE MATTHEW D. VINSON JAMES H. WESER CHARLES T. WYGGINS JOHN F. WINDHAM JOHN R. ZODSCH B</p>	<p>BEGGS & LANE A REGISTERED LIMITED LIABILITY PARTNERSHIP ATTORNEYS AND COUNSELLORS AT LAW POST OFFICE BOX 12950 PENSACOLA, FLORIDA 32591-2950</p>	<p>501 COMMENDENCIA STREET PENSACOLA, FLORIDA 32502 TELEPHONE (850) 432-2451 TELEFAX (850) 408-3331 W. SPENCER HITCHEN OF COUNSEL E. DOVE BROWN 1909 - 2001 BERT H. LANE 1917 - 1991</p>
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June 20, 2008

Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
888 First St. N.E., Room 1-A
Washington, DC 20406

For additional attention of:
Gas Branch 1 - DG 2E

Re: Docket No. PF08-14-000
Florida Gas Transmission Company, LLC
Phase VIII Expansion Project

Dear Ms. Bose and Ladies and Gentlemen:

We represent Mr. Travis Kenneth Bynum, as Trustee, of Jay, Santa Rosa County, Florida, who is the property owner of Project Parcel FL-SANT-012, Property Appraiser Parcel ID No. 04-5N-29-0000-00300-0000, which will be impacted by the above project. Mr. Bynum objects to the proposed pipeline through his property for the following reasons:

1. Mr. Bynum is believed to be the only known person, in at least the United States, who has ever personally planted and maintained an extensive hardwood forest. Mr. Bynum advises that his forest contains some 4,000 species of trees and plants. Mr. Bynum's forest has been registered with the National Arbor Day Foundation and American Forest and this treasure will be irreparably damaged by the pipeline construction and the emissions of poisonous materials into the soil from the pipeline once constructed, in Mr. Bynum's opinion.
2. Mr. Bynum has conducted with the Florida Division of Plant Industry an official Endangered Species Survey and his property contains over 50 botanical / animal / reptile / amphibian / entomological species qualified as rare, threatened, and endangered. The pipeline construction, and the dangerous emissions or leaks from the pipeline once constructed, will cause irreparable damage to these endangered species, in Mr. Bynum's opinion.

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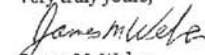
Ms. Kimberly D. Bose, Secretary
Federal Energy Regulatory Commission
June 20, 2008
Page 2

3. Mr. Bynum would like the opportunity to prove that the existing natural gas pipelines in the Jay, Santa Rosa County, Florida area, have not been properly maintained in the past and are antiquated and that poisonous gases and materials have been emitted into or have leaked into the soil and ground water, already causing irreparable harm and injury, and that the possibility exists of colonies of extremeophile bacteria, which in turn excrete sulfuric acid onto the uncoated and unprotected interior walls of the pipelines. All of the above have had adverse consequences to the health of Mr. Bynum and his relatives and to Mr. Bynum's drinking well water and his ground water and to his water rights which go with his property. New pipelines should not be permitted until existing pipelines are properly repaired and maintained and the existing soil cleansed of poisonous materials which have been emitted or leaked into the ground from the pipes over a number of years, and not until strict safety and inspection rules and regulations have been implemented.

4. Mr. Bynum's memory of Florida Gas's last venture onto his property is that the episode resulted in the bulldozing of his fences, posts, mature hardwood trees and other species, the bulldozing of his worm/mushroom beds for fill dirt, fences nailed to trees, diverted storm water across his property, the destruction of his farm pond, the destruction of crops of herbs, and the scattering of debris throughout his property, all without compensation.

Mr. Bynum requests that FERC conducts a thorough investigation of the pipeline facilities in the Jay, Santa Rosa County, Florida, area, and as part of its environmental impact review that it study the effect of the poisonous substances that are emitted or leak from the underground pipes and the effect that such emissions have on the soil, ground water, plants, trees, animal life, and human life; and that further study be made as to the existence and consequence of extremeophile bacteria and the continued use of uncoated interior pipe walls; and that, at a minimum, proper safety, testing and maintenance procedures be implemented. We thank the FERC for its kind consideration of these comments.

Very truly yours,


James M. Weber

JMW/kcj

cc: Mr. Travis Kenneth Bynum, Trustee
W:\WP60\58536-Bynum\tr.FERC.062008.doc

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Appendix H

Written Comments Received During Public Scoping Process

-----Original Message-----

From: H. H. CALDWELL [REDACTED]
Sent: Monday, August 31, 2009 6:28 AM
To: Spaits, Mike CIV USAF AFMC 96 ABW/PA
Subject: COMMENTS TO F-35 SBIS PUBLIC SCOPING MEETING

Mr Spaits,

Thank you for allowing me to submit my comments for the F-35 Supplemental Environmental Impact Statement Public Scoping Meeting held last week. From my previous correspondence you know of my noise concerns with aircraft leaving and arriving at Eglin. As you know I have noted several different flight paths for commercial air traffic over my residence. I appreciate your continued efforts to explain the various paths and look forward to your response. My concern extends to the projected arrival of the F-35 and the displacement of other air traffic and the frequency which Eglin air traffic controllers allow arrivals and departures that are not along the flight paths described by the Air Force.

Please include in the scoping of the EIS the frequency that military and commercial aircraft are directed or allowed to vary from the flight paths (used to create the noise profiles) cited in the Environmental Impact Statement and the Joint Land Use Study.

If you need further clarification please do not hesitate to contact me.

H. H. Caldwell
[REDACTED]

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Written Comments Received During Public Scoping Process

-----Original Message-----

From: Claude Connell [REDACTED]
Sent: Friday, September 11, 2009 8:08 AM
To: Spaits, Mike CIV USAF AFMC 96 ABW/PA
Subject: Formal submission of SEIS Public Scoping question

Mr Spaits, I addressed the attached question at the Valparaiso Public Scoping Meeting and now forwarding it to you for formal submission.

Thank you

Claude M Connell
[REDACTED]

The information contained in, or attached to, this e-mail, may contain confidential information and is intended solely for the use of the individual or entity to whom they are addressed and may be subject to legal privilege. If you have received this e-mail in error you should notify the sender immediately by reply e-mail, delete the message from your system and notify your system manager. Please do not copy it for any purpose, or disclose its contents to any other person. The views or opinions presented in this e-mail are solely those of the author and do not necessarily represent those of the company. The recipient should check this e-mail and any attachments for the presence of viruses. The company accepts no liability for any damage caused, directly or indirectly, by any virus transmitted in this email.

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Reference Page 9: F-35 Eglin Public Scoping Meeting.

From this chart, it appears that the projected number of annual flight operations have decreased from 240,000 a year to 150,000. This is almost a 40% decrease and I am skeptical of the new estimate. An accurate estimate for the number of yearly sorties is critical and I believe is one of the most important inputs into the noise model. If this number is reduced without realistic justification, then the SEIS and associated ROD will be skewed for a result on paper but one that would have no meaning in the real world.

What has led the Air Force to reduce the number of flight operations so dramatically for the same number of aircraft? If it is because of trained F-16 and F15 pilots cross training, than I contend this pool will soon disappear. If the restriction is only for the near term before all aircraft are available, then it is misleading. Will you attach or release an abbreviated training syllabus that justifies the reduced flight operations? If the training syllabus is not mature enough for release then how can it be mature enough to form the basis for the number of flights needed for an SEIS and subsequent ROD? What happens if after the ROD is signed, the Air Force decides to increase the flight operations to near the 240,000 number? Would the ROD still be valid? I would contend the ROD has to be associated with specific noise contours or number of flights or the SEIS and ROD processes are invalid and do not meet the intention of the corresponding regulation. I firmly believe the only reasonable answer is the basing of the aircraft either at Duke or Choctaw fields.

Submitted by Claude and JoAnne Connell [REDACTED]

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-----Original Message-----

From: jgallowayc [REDACTED]

Sent: Thursday, September 17, 2009 11:11 PM

To: Spaitz, Mike CIV USAF AFMC 96 ABW/PA; [REDACTED]

Subject: F-35 SEIS Scoping Inputs

Mike,

Please consider the attached letter in your F-35 SEIS Scoping Process.

VR,

Jim Galloway

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Written Comments Received During Public Scoping Process

September 17, 2009

Mr Michael Spaits
Eglin AFB Public Affairs
101 West D Avenue, Suite 100
Eglin AFB, FL 32542

Reference: F-35 Supplemental Environmental Impact Study (SEIS)

Mr Spaits:

In response to the request for public comments and inputs regarding the F-35 SEIS scoping process, would you please include this request to have the SEIS analysis of alternatives consider an additional alternative for Main Operating Base Alternative 2: Duke Field?

This alternative (2F?) would include the addition of an east-west runway to the existing north-south runway complex at Duke. This new runway might intersect the southern end of existing runway 18-36, and run 60-240 or 90-270, for example, subject to all additional runway design considerations (e.g., operational requirements, prevailing winds, terrain, cost, etc.).

Duke Field is uniquely positioned within the Eglin Complex to serve as the MOB for the F-35, building on existing airfield infrastructure, and offering the potential for unrestricted flight training, maximum future growth, and minimum impact to the surrounding metropolitan areas.

Thank you very much for your consideration of this request.

Very Respectfully,
Jim Galloway

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>FIRST BAPTIST CHURCH of VALPARAISO</u>	DATE: <u>AUGUST 28, 2009</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<p>AFTER ATTENDING THE "SCOPING + PUBLIC COMMENTS" PRESENTATIONS WITH MY NEIGHBORS, AT BOTH "VALPARAISO (8/27/09)" + "NORTHWEST FLORIDA COLLEGE (8/26/09)", MY POSITION REMAINS UNCHANGED, WITH WHAT I OUTLINED IN MY APRIL 24, 2008 CORRESPONDANCE TO MR. MIKE SPAITS. (I HAVE A "CERTIFIED-MAIL-RECEIPT" FOR THAT "CORRESPONDANCE", IF YOU NEED IT FOR YOUR RECORDS. (SEE ATTACHED PLEASE). BASICALLY, MAYOR ARNOLD STATED EARLY ON IN THIS "ENVIRONMENTAL PROCESS", THAT TO "PROCEED ON" WITH THE F-35 MISSION, AS INITIALLY PLANNED, WOULD SERIOUSLY IMPACT THE "QUALITY OF LIFE" IN VALPARAISO. THAT MAY HAVE BEEN AN "UNDER-STATEMENT" AT YESTERDAYS, "VALPARAISO SCOPING SESSION" MR. DON CAVERLY, STATED FOR THE RECORD, THAT HIS CURRENT "TRIM NOTICE" INDICATED A 15% DECREASE IN "JUST MARKET VALUE", WHICH HE BELIEVES IS ATTRIBUTABLE TO THE NEGATIVE IMPACT, THE "PROJECTED", F35 NOISE "IMPACT WILL BRING TO VALPARAISO, IF WORKABLE" MITIGATIONS, DO NOT OCCUR. MR. CAVERLY AND I RESIDE IN THE SAME "INDIAN SHORES SUBDIVISION". MY "TRIM NOTICE" (CONT.) (REVERSE)</p>	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>EDWIN H. GARNER</u> Organization: [REDACTED] Address: [REDACTED] City/State/Zip: [REDACTED]	
<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.	
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	

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INDICATED, A 21% PLUS DECLINE IN MY "JUST MARKET VALUE," OVER THE SAME TIME FRAME. I VISITED WITH MR. PAT CASTILE, CFE AT THE "PROPERTY APPRAISER'S" OFFICE ON AUG. 21, 2009 AND DIDN'T RECEIVE A SATISFACTORY ANSWER FOR THAT "ADJUSTMENT," EXCEPT THE "HOUSING BUBBLE" ADJUSTMENT. HE INDICATED TO ME THAT THE "NOISE-ISSUE," WHICH COULD AFFECT "VALPARAISO" BY JANUARY 2010, MIGHT REQUIRE ANOTHER DECREASE "IN" "JUST MARKET VALUE" TO VALPARAISO PROPERTIES. MY NEIGHBOR, AT [REDACTED], SOLD THAT PROPERTY ON JUNE 6, 2007 FOR \$737,800.00, WELL AFTER THE "HOUSING BUBBLE" HAD BURST. I KNOW, BECAUSE WE HAD OUR "PROPERTY" LISTED WITH "ERA" THROUGHOUT 2005 AND "CARRAIGE HILLS" IN 2006. SEVERAL "EXPERTS" HAVE "OPINED," REGARDING OUR RESIDENCE, DURING THIS "TIME FRAME," THAT ADJACENT (WATER-FRONT) PROPERTY, AT #109 SOLD FOR \$75,539.00 ABOVE IT'S "JUST MKT VALUE" IN JUNE 2007, THEN RE-SOLD FOR \$596,000.00 ON APRIL 2008, A 20% ADJUSTMENT, WHEN THE "NOISE DE-BATE" WAS AT "FULL-THROTTLE" IN THE "LOCAL MEDIA" AND "TOWN-HALL" CLINIC'S. AFTER MUCH READING, DISCUSSION, CONSULTATION AND AGGRAVATION, AS I RAPIDLY APPROACH, 74 YEARS YOUNG, I BELIEVE "ALTERNATIVES" PRESENTED FOR "DUKE FIELD," 2A THRU 2E, TO BE THE ONLY "REASONABLE ALTERNATIVES" I CAN "VISUALIZE" BEING WORKABLE AND SAVING THE "VALPARAISO COMMUNITY" FROM "IRREPARABLE HARM." WHEN I ATTENDED, THE "JLUS" COMMITTEE MEETING ON AUGUST 12, AT THE "NICEVILLE COMMUNITY CENTER," I COULDN'T BELIEVE MY EARS, WHEN MR. FANTO IMPLIED A LACK OF "GOOD FAITH" ON "VALPARAISO'S" PART, BY NOT VOTING FOR THE "JLUS" RECOMMENDATIONS, COULD COST VALPARAISO "FEDERAL ASSISTANCE." SEVERAL "RETIRED OFFICER'S," HEARD THAT COMMENT AND "LIKE WHERE, I GREW-UP," THAT'S CALLED "EXTORTION AND BLACKMAIL." I HOPE SOME-ONE BUY'S MR. FANTO A COPY OF "BLACK'S LEGAL DICTIONARY." IN MY "OPINION," THE VERY "PROFESSIONAL PRESENTATIONS" DELIVERED AT YOUR AUGUST 21TH, 2009 "SCOPING" SESSIONS, BY MR. BOB BACHELOR AND MR. BOB WEBB, ARE BY FAR, THE MOST REASONABLE AND "COST EFFECTIVE" SOLUTIONS TO THE "FACT'S" PRESENTED TO DATE. MR. WEBB ALSO "ARTICULATED" THE PROBLEMS AT YOUR AUGUST 26 "SCOPING SESSION," IN MY "OPINION," I WILL BE OUT OF TOWN UNTIL AFTER "LABOR DAY," PLEASE CONTACT ME AT [REDACTED]. IF I CAN BE OF ANY ASSISTANCE, RESOLVING THIS "ISSUE," REGARDS,

Edwin H. Garner, 47602, USAF (RET)

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Written Comments Received During Public Scoping Process

** ATTACHMENT
TO: Aug 28th, 2009
"Scoping Meeting
Written Comment
Form"*

Mr. Micheal Spaits, Public Affairs Officer
96 CEG/CEV-PA
Eglin AFB FL 32542-5000

Apr 24, 2008

Dear Mr. Spaits;

Having received the "Draft Environmental Impact Statement" dated March 2008 and the correction page, dated April 14, 2008 to this document, I feel it appropriate to go on record with the following statement.

I have been unable to attend any of the public hearings to date and do not deem it possible to attend either of the remaining scheduled hearings in Crestview or Monroeville, Ala. I have given the document a preliminary scan and followed closely the written reports (News Media) of the previous public hearings.


My analysis of all the information I have gathered thru the above sources and experience garnered after a twenty-plus year career in the United States Air Force concludes me to agree with one of the primary assessments made by Mayor Bruce Arnold. As recorded in the The Bay Beacon, dated April 23, 2008, page A-2, Mayor Arnold is quoted as stating, "that under the worst case scenario no areas of the city would meet the noise levels (less than 65 decibels) recommended by the Air Force and the Environmental Protection Agency. One fear is that no one will want to live in such high noise areas, making it difficult for residents to sell their homes in the future."

As a resident of Valparaiso, I am requesting that you record my letter of agreement with Mayor Arnolds statement and assessment of the impact this proposal would have upon the "quality of life" in Valparaiso.

I would sincerely appreciate a letter of response from you to acknowledge receipt of this letter, thank you for your attention,

Sincerely;

Edwin H. Garver, Lt. Col. USAF, (Ret)



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APR 24 2008
USPS - 32542

Sent to: Mr. Michael Spaits, Public Affairs Officer
96 CEG/CEV-PA
Eglin AFB FL 32542-5000

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Written Comments Received During Public Scoping Process

-----Original Message-----

From: Barry Gramm [REDACTED]
 Sent: Sunday, September 06, 2009 5:08 PM
 To: [REDACTED] USAF AFMC 96 ABW/PA
 Cc: [REDACTED]
 Subject: SEIS Comments

Major General Charles R. Davis,
 7 Sep 2009

At the great risk of committing redundancy (my eyes have glazed over from all the slides I've seen), and conceding that some or all of these suggestions may already be underway beyond my knowledge, I would like to offer a brief suggestion toward resolving the major issues relating to the implementation of BRAC currently facing Eglin AFB and its environs.

I retired from the Air Force after 20 years of service. My career was predominantly spent flying fighters, seven of those years were flown right here at Eglin. I flew for three years with the 33 FW in the 1980's. The last four years of my flying career was with what is now the 53 WG, retiring as Chief of Standardization/Evaluation, (79 TEG).

The major elements of BRAC that affect us here that I would like to address are the basing of the U.S. Army 7th Special Forces Group (7 SFG) and the Joint Strike Fighter (JSF) schoolhouse within the Eglin AFB complex. So far I have seen these two elements being treated as separate issues. I see these elements as being inextricably linked.

The Duke Field Upgrade.

As you are well aware, the U.S. Army 7 SFG is a 2000+ strong, self-contained, fully deployable combat unit. To support the deployment and redeployment of such a unit requires a fully operational airfield able to handle a large number of military transport aircraft at any time, day/night, in all weather conditions. That airfield is naturally Duke Field, which is collocated with the 7 SFG, much like the situation we have with Ft. Bragg and Pope AFB.

In order to provide this needed support for the 7 SFG, Duke Field requires significant infrastructure upgrades. In addition to many other things, the major improvements needed include:

1. A new (minimum 10,000' x 200') parallel north/south runway (installed to the east of the existing north/south runway), complete with an Instrument Landing System(s) with one as a minimum for south landings
2. Associated supporting taxiways, ramps, and parking areas
3. Upgraded fire and rescue capabilities

1

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4. Maintenance hangars/facilities, fueling, and ground support equipment
5. Base Operations support if not already in place.

In addition, an assault-type airstrip should be built even further east on the airfield. This strip/pad would be used for special operations/assault strip flight training.

The JSF Basing Issue:

The contentious issues for this part of BRAC are the noise levels and frequency of the expected increase in flight operations of Eglin AFB, combined with the much-publicized high noise signature of the coming JSF (F-35).

The preferential active runway configuration for Eglin is Runway 19 and Runway 12. Runway 12 is the preferred runway for the 33 FW and Runway 19 is the preferred runway for the rest of the base air traffic (46 TW, 53 WG, transient DOD flights, commercial airlines, and the aero club). This is all due mostly to prevailing surface winds and convenience factors based on the base geography and taxi considerations.

The solution to reduce the noise (and Clear Zone) issue for Valparaiso is to simply reduce the traffic to Runway 19, in particular the noisiest traffic which is produced by aircraft conducting practice approaches which culminate in a go-around or missed approach right over Valparaiso.

North flow operations (Runway 01/Runway 30) do not present the same problems since their approaches overlay unpopulated areas. The approaches associated with full-stop landings to Runway 19 over Valparaiso are relatively quiet (due to greatly reduced power requirements) and have been occurring at about the same frequency for many years.

The most common worst case situation as it exists right now for Valparaiso is a two-ship flight of F-22s (most likely visiting from our sister training base at Tyndall) on a practice or flight evaluation ILS approach to Runway 19 (which for single-seat fighters requires a chase). During their missed approach/go-around, there are four F-119 engines simultaneously going to military power at very low altitude over Valparaiso. It would probably take a B-52 on a go-around to exceed those decibels.

This situation can be greatly improved in the near-term by simply diverting most all of the practice approach traffic to Runway 12. These practice approaches utilize Runway 19 because it has an ILS and Runway 12 does not. This lack of an ILS on Runway 12 is also what forces 33FW flight operations to Runway 19 for approaches and landings during periods of poor weather (below non-precision

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minimums) and night operations (precision approach required if available).

I have seen the installation of an ILS on Runway 12 previously mentioned briefly, but this is the critical element that would make it possible for nearly all the practice approach traffic to utilize Runway 12, and allow the 33 FW to continue to use Runway 12 during bad weather and at night. The 33 FW would only need to use Runway 19 on the rare occasions when surface winds won't permit Runway 12 operations, or when Runway 12 is simply closed or unavailable.

This near-term solution will be a relatively inexpensive and quick process when compared to all the other infrastructure proposals expressed to date. The necessary approach lighting system may need to be non-standard (shorter) due to the Runway 12 proximity to the airfield boundary, but this is the same case that currently exists for the lighting system serving Runway 19.

In the longer term, since Duke Field would have been upgraded to support the Army (as recommended here) it would also have an ILS approach. As a result, the majority of the practice visual and instrument approach work of all locally-based aircraft (not just the F-35's), and transient DOD aircraft could be accomplished there as well. In addition, if Duke Field were to also have the assault strip that is recommended above, it would be the ideal auxiliary training site for the noisiest JSF flight training of all: Short Takeoff and Vertical Landing (STOVL) for the F-35B.

The upgrading of Duke Field is the main point here, requiring significant time and money. The flight training conducted at Duke Field, since it is located deep within one of the largest ranges in the country, will always remain many miles and many decibels from the nearest population. The field's main purpose would be to support 7 SFG operations and the benefits it would provide for local flight training are ancillary. But these benefits are also critical to facilitating the maximization of USAF, Navy, Marine, and Allied F-35/JSF training, while also maintaining the mutually supportive, congenial relationship between Eglin AFB and the local community.

I appreciate your consideration and time. I am at your service for any assistance I may be able to provide.

Barry E. Gramm, Lt Col, USAF (ret)



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FROM : [REDACTED] PHONE NO. : [REDACTED] Sep. 17 2009 12:55PM P1

AFTER 30 YEARS, FAREWELL TO THE EGLIN F-15'S AND THE SOUNDS OF FREEDOM IT DELIVERED TO OUR PEACE OF MIND. ICING ON THE CAKE IN VACATION PARADISE IS AN ALL-AMERICAN FLY-OVER OF THE BEACHES

NOW WE WAIT FOR THE NEXT SLICE OF AIR MILITARY ECONOMIC PIE-IN-THE-SKY

ADVERTISING IN AVIATIONWEEK.COM MAGAZINE CHAMPIONING THE POWERFUL, ALL-AMERICAN TRADE-MARK OF "POWERING FREEDOM™" IS PRATT AND WHITNEY, SO PROUD OF THE POWERFUL P+W F-135 JSF JET ENGINE.

A LOT OF MONEY IS THE 300 BILLION THE PENTAGON PLANS TO SPEND ON THE NEXT GENERATION F-35 JSF.

DRUNK WITH POWER, PRATT AND WHITNEY IS PROUD TO GO AFTER A BIG SLICE OF THE PENTAGON BILLIONS. ON PAPER, "WE" HAVE THE MOST POWERFUL FIGHTER JET ENGINE IN THE HISTORY OF MODERN MAN.

ON PAPER, THE MIGHTY F-35 JSF WILL KICK DOWN THE DOOR AND KILL THE ENEMY WITH STEALTHY SPEED, POWERFUL NOISE, AND YOUR MONEY'S WORTH OF AIR MILITARY COMBAT ANYWHERE IN THE GLOBAL WILD-WIDE AIR ARENA.

ON PAPER, WHAT WILL BE THE PRICE TO HEAR YOUR NEW GENERATION, LEARNING PROCESS F-35 SOUNDS OF FREEDOM?

I HAVE REALLY HEARD WHAT YOUR NEW F-35 CAN OR CANNOT DO ON A WINDY DAY A FEW DAYS AFTER THE GOODWILL DEMONSTRATION VISIT. I HAVE HEARD AND PAID THE PRICE OF A F-35 AIR FLY-OVER POWERED BY PRATT AND WHITNEY.

ON A WINDY DAY, F-135 JSF JET ENGINE POWER CANNOT DELIVER A CIVILIZED ALL AMERICAN FLY-OVER.

MY FRIENDS IN WEST FLORIDA, CAN WE CONSIDER SOME PROMD ALL AMERICAN COMPETITION IN THE FORM OF GENERAL ELECTRIC GEAVIATION.COM TO ONCE AGAIN HEAR THE AMERICAN WAY SOUNDS OF FREEDOM AS WE KNOW IT?

CAN GE TURN IT DOWN A NOTCH AND DELIVER A MORE CIVILIZED JET ENGINE TO TOLERATE?

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FROM : [REDACTED] PHONE NO. : [REDACTED] Sep. 17 2009 12:55PM P2

PRATT AND WHITNEY PWUTC.COM CAN SELL A THOUSAND PLUS F-135 JET ENGINES DISTRIBUTED WORLD-WIDE AND GET THE FAT SLICE OF ECONOMIC PIE-IN-THE-SKY.

PLEASE, JUST DON'T FLY IT OVER ME AGAIN IN PEACETIME

WITHOUT A DOUBT, THE AIR FORCE IS CONSIDERING ALL OPTIONS. PINCHING PENNIES IS NOT AN OPTION.

300 BILLION DOLLARS IS ENOUGH MONEY TO GO AROUND, BUT NOT ENOUGH TO POUND THE CIVILIAN RESIDENTS OF VALPARAISO BACK TO THE STONE AGE, LOTS OF YOUR FRIENDS AND NEIGHBORS OF OKALOOSA COUNTY INTO EXTREME SACRIFICE, AND ON A WINDY DAY ANYWHERE IN WEST FLORIDA, MAYBE EVEN YOU TOO.

FRANK GREENE
[REDACTED]

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-----Original Message-----

From: Harter [REDACTED]
Sent: Friday, August 21, 2009 8:18 PM
To: Spaits, Mike CIV USAF AFMC 96 ABW/PA
Subject: F-35 public hearings

F-35 public hearings:

We are a retired Air Force-officer family. We have lived in our home on [REDACTED] in Valparaiso since 1990.

We are dismayed and extremely concerned that the F-35 noise levels will not only make our long-time home uninhabitable, but will make our entire retirement dream fail, as our investment becomes un-sellable, and even un-rentable.

We have invested much money and effort to keep our home updated, to sustain its value. But the F-35 noise levels could destroy this. Our city cannot afford to sound-proof the homes affected. Our insurance company will not reimburse us.

The Air Force would not expect its on-base members to live under the noise conditions expected from the F-35. Why should we be expected to do so?

With respect to Eglin's mission, we sincerely ask--as our city officials have already done--that the Air Force make every effort to mitigate the noise issue. Our community's health and well-being depend on it.

Sincerely,
Kay and Rick Harter
[REDACTED]

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-----Original Message-----

From: Harter [REDACTED]
Sent: Friday, August 21, 2009 9:50 AM
To: Spaits, Mike CIV USAF AFMC 96 ABW/PA
Subject: F-35 Public Hearings

Mike -- I'm a resident of Valparaiso and a former F-16 pilot. The following are my suggestions to mitigate the noise issues of the upcoming F-35:

> Restrict the F-35 to operations on Rwy 12/30 unless emergency.

> No afterburner (AB) takeoffs unless operationally required.
- it's difficult to imagine a scenario where MIL power won't be adequate.

> Since Simulated Flame-Out (SFO) approaches must be practiced in the F-35, recommend that the climb to SFO altitude be restricted to MIL power (no AB) with the same Rwy 12/30 restrictions.

Thanks for considering these. - Lt Col Rick Harter (Ret)

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>NAVARRE FL</u>	DATE: <u>26 AUG 09</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<p><u>I LOVE MY COMMUNITY THE WAY IT IS. PLEASE DO</u> <u>NOT BRING THIS LOUD AIRCRAFTS INTO HOLLY-</u> <u>NAVARRE.</u> <u>THANK YOU</u></p>	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>KIRK KEMMLER</u>	
Organization: _____	
Address: _____	
City/State/Zip: _____	
<input type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input checked="" type="checkbox"/> No, do not include my name and address on the mailing list.	
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	

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-----Original Message-----

From: LPKING [REDACTED]
Sent: Friday, September 04, 2009 5:02 PM
To: Spaitis, Mike CIV USAF AFMC 96 ABW/PA
Subject: EIS inputs

Mike,

I see in the Bay Beacon that you are accepting inputs from the public on the EIS. The fact that you gave your phone number and email address shows that you are sincere, a breath of fresh air after watching the JLUS team run all over Valparaiso, accepting no input from anyone. (See any difference between the draft JLUS and the final, after asking for inputs from the various communities affected?)

The JLUS shows that the F-35 will cause a major problem for us residents of Valparaiso. I think that the EIS can show that these problems can be mitigated to the point that the major problems become a minor nuisance. I offer the following suggestions:

1. Require Eglin to make the east-west runway the prime runway, using the north-south runway only if the crosswind component exceeds 20 knots. This would apply to all jet and turboprop aircraft, excepting commercial aircraft. (no concurrence of the FAA required). Show noise levels for the two runways separately. Use meteorological data to predict what percentage of operations would be on the east-west runway. This would show that the noise affecting Valparaiso will be much less than the JLUS claims.

2. When the F-35 syllabus requires the use of afterburner for takeoff (I understand normally takeoffs will be at mil power) limit them to the east-west runway only.

3. Establish traffic pattern entry points to minimize overflights of populated areas and limit overflights to 5000 feet.

I sincerely believe that mitigation is the answer. We Valparaiso residents are not against the F-35, we just don't think we can live with 100 or more sorties a day using the north-south runway as it is presently being used due to the prevailing winds.

As to my background, I have over 5000 hours of jet time, including 1000 hours in the F-4.

Please acknowledge receipt of this email, as I have heard that the af.mil address will often not accept mail from private persons.

Harrison E. King
Valparaiso

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-----Original Message-----

From: Gene Kovatch [REDACTED]
Sent: Tuesday, August 25, 2009 6:43 PM
To: Spaits, Mike CIV USAF AFMC 96 ABW/PA
Subject: F35 Joint Strike Fighter
Importance: High

Mike Spaits,

I just found out about your Public Scoping Meeting in Navarre. This was the first time I had heard about it. I watched the Wear News at 11 AM and no mention was made of it or I would have been there. I guess this was my fault, since I went back and took a better look at the Navarre Press and found the notice. Normally I do a better job of checking out the newspaper and I am really sorry I missed this time.

Enough about me, I wanted you and who ever puts together info on the side of bringing the Jet to our area to know my husband and myself are VERY MUCH in favor of this. We need the new money it will bring to our area, we are willing to put up with some noise to have the Jets in our area. Too many people have their heads in the sand, and we are afraid that you will not bring all the Jets here now. Please don't let a minority of the people spoil it for everyone. Is there a way to take a vote? I bet if this was put on our election ballot you would be surprised how many people are really behind the military and what you can do for an area.

If you have another meeting in the Navarre area please make sure there is a lot more info out there. I will be keeping a more diligent eye on the news just in case. Put down Gene and Lunette Kovatch as totally behind your bringing this equipment to our area. Thanks for listening.

Sincerely,

Gene & Lunette Kovatch
[REDACTED]

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>VALPARAISO 1st Baptist Church, VALPARAISO, FL</u>	DATE: <u>27 Aug 09</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<p><u>Thanks for the info. presented at the meeting.</u></p> <p><u>Having spent almost 39 yrs working on and around military aircraft yrs as a 22 yrs US Air Force, and 12 yrs 8 mos at the Navy Depot, Pensacola, FL. I can see the concerns that we all have about noise levels.</u></p> <p><u>Based on all the input I heard at this meeting, my thoughts are that all operations should be moved to Duro Fld. I know there will be some more cost involved, with building a new east runway (over)</u></p>	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>MR + MRS CHARLES E. LOONEY</u> Organization: <u>[REDACTED]</u> Address: <u>[REDACTED]</u> City/State: <u>[REDACTED]</u>	<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	

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but the impact on all communities in
the area would be less, as the area
north of I-10 is less populated.

This is only my thoughts, and it would
probably be more favorable to the
area and would also make the AF
look like a much better neighbor.

Thanks for listening to me I'm
just interested in what seems to
best all around for everyone.

Charles E. Jooney
MSGT RET 33 TFW
[REDACTED]

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Public Scoping Meeting Written Comment Form
Eglin BRAC Supplemental EIS

LOCATION: Valparaiso, FL DATE: 8/27/2009

THANK YOU FOR YOUR INPUT.

PLEASE PRINT LEGIBLY.

Please see comments on back

**** continue on back for more space ****

Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.

Name: D. R. McDonald

Organization: _____

Address: _____

City/State/Zip: _____

☒ Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS.
☐ No, do not include my name and address on the mailing list.

Please mail this form to:
EGLIN AFB PUBLIC AFFAIRS
ATTN: MIKE SPAITS
101 WEST D. AVENUE, SUITE 110
Eglin AFB, FL 32542-5498

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**Public Scoping Meeting 8/27/2009
DKM Written Comments**

Thanks for the meeting you held with Valparaiso residents today. The Air Force's attention to providing us with information about its studies is obvious and appreciated. In a nutshell, however, my major concern is how the Eglin BRAC Program affects me and the city in which I live, and I still don't know. Is the Air Force listening to our issues or is it just telling us what it's doing or going to do?

As most, if not all, of the residents in our city, my major concern is the noise level impact the new JSF will have on Valparaiso, and particularly on my neighborhood, Hidden Cove, located about a half mile from the north-south runway. In that vein, I am also concerned about the number of fighters involved. I understand there are 59 in the initial number, but that there is a good chance of 48 more eventually. I also understand that the mission of the Air Force at Eglin will change to be one of training, and that the number of sorties will increase significantly.

Other than your explanations during the meeting, I know little about the methods and measurements the Air Force uses to obtain data regarding noise levels over our city. I can only assume they are accurate and fair in what they measure, and that the Air Force is honest and unbiased in their use and the results they furnish. Likewise, before the meeting, I knew little about the SEIS, RODs, and other administrative actions the Air Force must take in making its decisions. Your explanations at the meeting about their purposes were complete. However, I still don't know what weight will be given to the analyses you have made and are making.

What I do understand from what I've heard is that after the bed down of the JSF and training operations begin, the noise level will be significantly higher than at present. And, if this occurs at Eglin Main, Valparaiso will be adversely impacted in general quality of life and certainly in diminished property values.

In essence, if the noise level impact of the JSF is as significant as has been proposed, then the Air Force will have made a great part of Valparaiso unlivable, at least as it was before the JSF bed down. If that occurs, the Air Force has claimed private property for its own use. When a government entity acquires property in this manner, it does so under eminent domain, and it pays owners a fair market price.

Such considerations may have been made by the Air Force, and if they have, I would appreciate hearing about them. If there have been no such considerations, then I suggest such be discussed.

Sincerely,



D. K. McDonald

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The following comment was sent on September 10, 2009 via a Comment Form from the Navarre Scoping Meeting for the Eglin BRAC Supplemental EIS:

The initial EIS found traffic on US 98 west of Hurlburt Field, generated by the alternatives, to be insignificant. Although the model showed the new traffic to be insignificant, it is additive to the existing traffic generated by Hurlburt Field and Eglin Air Force Base coming into Santa Rosa County. Is it possible to conduct a cumulative effects analysis, required by NEPA, to show the impact of traffic in Santa Rosa County? The cumulative effects analysis looks at the impact of the proposal in combination with other federal actions past and present. The County has no desire to object to the traffic, but we do wish to adequately plan for it.

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-----Original Message-----

From: Mogur [REDACTED]
Sent: Wednesday, August 26, 2009 9:10 AM
To: Spaits, Mike CIV USAF AFMC 96 ABW/PA
Subject: SEIS Scoping Inputs

Dear Mr. Spaits,

The following is my public input to the ongoing SEIS. I would appreciate confirmation of receipt.

Thank you for the long-hard work you have put into past and present EIS/SEIS efforts!

George Newman
[REDACTED]

GEORGE H. NEWMAN
[REDACTED]

August 25, 2009

SUPPLEMENTAL ENVIRONMENTAL IMPACT STUDY
PUBLIC SCOPING OPINION INPUTS

I strongly oppose Eglin AFB's gain of the F-35 Joint Strike Fighter (JSF) Initial Joint Training Site. It is my opinion that JSF flight operations will result in:

1) Increased potential for loss of life; 2) dramatic negative impact on quality of life; 3) negative impact on commercial flights to/from Eglin and related loss of tourism; and 4) noise related cruelty to pets and wildlife.

JSF flight operations present a serious threat to human life in terms of crashing aircraft, related hydrazine leaks, and carbon fiber debris fallout. The JSF has an unproven flight safety record, and has a single cockpit with no provisions for a flight instructor to correct potentially fatal student errors. Compounding the JSF mishap potential, and contrary to previous Air Force claims, is the fact that the United States Marine Corps' JSF flight instructor cadre will not be required to hold flight instructor credentials to become JSF flight

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instructors at Eglin. The following Marine Corps message confirms this serious instructor experience deficiency:

MarAdmin 347/09, released June 9, 2009, solicits pilots to fill eight F-35B billets. Applicants must be AV-8B Harrier, F/A-18 Hornet or EA-6B Prowler qualified pilots, have a minimum of 500 flight hours and a division flight lead or instructor designation. <http://www.defencetalk.com/us-marines-seeking-f-35-jsf-instructor-pilots-20160/<http://www.defencetalk.com/us-marines-seeking-f-35-jsf-instructor-pilot-s-20160/>>

Given the JSF is a single-seated aircraft, residents will be at risk when student pilots fly the JSF without experienced instructors having immediate access to flight controls. JSFs will be carrying live bombs and hydrazine while under the oversight of potentially unqualified instructor pilots.

JSF aircraft are assumed to carry the hazardous rocket fuel 'hydrazine' to power critical backup systems in the event of an engine failure. Based upon initial F-16 mishap statistics, the local community can expect at least 10 JSF crashes for every 100,000 JSF flying hours. Thousands of pounds of carbon-fiber scatter over the community is a serious threat to lives in the vicinity of JSF crash sites; adding probable hydrazine spills to each disaster will likely result in additional loss of life.

JSF flight operations in the vicinity of populated areas present a serious threat to our quality of life. The projected JSF training flights, of which several will be night training will add extreme noise to an already noise saturated environment. Eglin area military operations already produce window rattling noise created by EOD School high-explosive detonations, C-130 over-flights and air-ground gunnery activities, and Eglin Test and transient flight operations. Air Force related studies have confirmed that residents under/near the JSF noise footprints have an increased probability of becoming highly agitated. JSF noise will ruin Eglin area community's wonderful outdoor lifestyle of golfing, fishing, boating, walking the beach, biking, running, and enjoying the great outdoors. JSF noise will force tourists to take their vacations elsewhere and local residents will be forced to move or install costly sound insulation simply to exist under/near all JSF flight and related ground operations.

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Eglin's commercial air operations will be severely limited by congestion conflicts with JSF operations because there is only one taxiway servicing the air terminal. When these delays occur on a regular basis, commercial carriers will be forced to schedule fewer flights and ultimately move their operations to the new Panama City airport. Either option will divert tourism away from our local beaches and attractions. It is noteworthy that Eglin will be the first, and certainly the last, full-scale flight training base that also hosts commercial air operations.

JSF flight operations present a serious noise threat to outdoor pets and wildlife. JSF noise has already been established as "highly annoying" to humans. Since pets and wildlife have substantially more sensitive hearing, the constant-daily JSF noise will cause physical and mental anguish to those outdoor creatures bombarded with JSF noise.

Considering the Department of Defense's policy that all reasonable, economical and practical measures will be taken to reduce and/or control the generation of noise from flying and flying related activities, the Air Force must look elsewhere -- potentially to the U.S. desert Southwest to locate the Joint Strike Fighter Initial Joint Training Site.

Should the JSF be based and flown at Eglin AFB, the following noise abatement recommendations will help reduce JSF noise:

- * Takeoffs are prohibited on the North/South runways. Only a single full-stop overhead approach to landing will be allowed on the North/South runways. The first five student flights, all overhead pattern work, short takeoffs, and vertical landing work will be accomplished at the auxiliary fields.
- * Formation takeoffs at Eglin are prohibited
Formation approaches and/or landings at Eglin are prohibited
Two-ship chase at Eglin is prohibited
Night flying at Eglin is prohibited
Night approaches at Eglin are prohibited

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- * Eglin: All takeoffs and climb-outs will be "sub-mil" power settings (the minimum power required to safely takeoff will be pre-computed prior to signing out-departing operations). Afterburner will only be selected under Emergency conditions. Aircraft taking off will liftoff and accelerate at sub-mil power to "best computed climb speed". Once this airspeed is reached, aircraft will climb at sub-mil power to a minimum of 10,000 ft AGL prior to advancing power to military and accelerating to tactical airspeeds.
- * Penetrations, Descents, Approaches, and Patterns at Eglin AFB: Aircraft will arrive over all flying airfields at a minimum of 10,000 ft AGL. Once over the intended landing field, an idle power circling descent will be flown to: Initial, touchdown/low approach (for SFOs), radar/ILS entry points. Idle power descents present the advantages of minimizing noise while gaining proficiency/practice in Infrared missile threat signature control.

George H. Newman

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>FIRST BAPTIST CHURCH - VALPARAISO</u>	DATE: <u>8-27-09</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<p><u>AS A CLEAR ZONE RESIDENT, MY PRIMARY CONCERN IS NOT KNOWING WHAT WILL HAPPEN TO MY HOME, ESPECIALLY IN LIGHT POSSIBLE BEDDOWN ALTERNATIVES. MY HOUSE IS 50 YEARS OLD AND IN NEED OF RENOVATIONS THAT CANNOT WAIT MUCH LONGER. I REQUEST THAT ALL PARTIES INVOLVED TAKE TIME TO VIEW THIS SITUATION FROM THE PERSPECTIVE OF THE CLEAR ZONE RESIDENT, WHO HAS ALREADY HAD ANY FUTURE HOME MAINTENANCE REQUIREMENTS ON HOLD OR IN LIMBO FOR 5 YEARS. IT'S DIFFICULT TO LIVE IN A DWELLING WHERE YOU'RE HESITANT TO DO SO MUCH AS PAINT A WALL OR REPLACE CARPET IF IT MAY TURN OUT THAT YOUR HOME MAY BE BULLDOZED IN THE NEAR FUTURE.</u></p> <p><u>SECONDLY, I WOULD LIKE TO KNOW WHAT DEFINITION OF "FAIR MARKET VALUE" WILL BE USED TO APPRAISE MY PROPERTY SHOULD THE WORST CASE SCENARIO OCCUR. WILL IT BE THE MARKET VALUE BEFORE THE AIR FORCE ANNOUNCED ITS PLANS, OR AFTERWARD?</u></p>	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>PERRY SHERMER</u>	
Organization:	
Address:	
City/State:	
<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.	
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	

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I STRONGLY AGREE WITH MR. WEBB'S COMMENT. IF THE ENTIRE
AREA STANDS TO PROFIT FROM THIS, THEN THE ENTIRE AREA SHOULD SHARE
IN THE NOISE TOLERANCE.

THANK YOU FOR ALLOWING MY INPUT -

Ray V. Shuman

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Public Scoping Meeting Written Comment Form Eglin BRAC Supplemental EIS	
LOCATION: <u>VALP</u>	DATE: <u>9-27-09</u>
THANK YOU FOR YOUR INPUT.	
PLEASE PRINT LEGIBLY.	
<p><u>Hello,</u></p> <p><u>Thank you for hosting the Val-p scoping meeting, and thanks for this opportunity to enter my comments into the public record. Although the oral comments covered the large portion of the concerns I had, I would like to add a thought or two. I consider Duke Field OPTION TO be the only real choice to effectively mitigate noise over Val-p. I ALSO WANT TO SEE THE final agreement between EGUN AND VALP USE NUMBER OF OVERFLIGHTS As a measurement tool. More than any averaged measured sound level (DNL, for instance) while overflights can be easily tracked, measured, and proven, sound level averages would be impossible (nearly) to agree on, measure, and enforce, should a disagreement occur. Simply use the "D.N.L.'s to "reverse engineer" arbitrary overflight numbers - (over)</u></p>	
**** continue on back for more space ****	
<small>Individual respondents may request confidentiality. If you wish to withhold your name or address from public review or from disclosure under the Freedom of Information Act (FOIA), you must state this prominently at the beginning of your comments. Such requests will be honored to the extent allowed by law. All submissions from organizations or businesses, and from individuals or officials representing organizations or businesses, will be made available for public inspection in their entirety.</small>	
Name: <u>NEAL SHERMER</u> Organization: [REDACTED] Address: [REDACTED] City/State/Zip: [REDACTED]	
<input checked="" type="checkbox"/> Yes, include my name and address on the mailing list so I can receive information on the Eglin BRAC SEIS. <input type="checkbox"/> No, do not include my name and address on the mailing list.	
Please mail this form to: EGLIN AFB PUBLIC AFFAIRS ATTN: MIKE SPAITS 101 WEST D. AVENUE, SUITE 110 Eglin AFB, FL 32542-5498	

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So that all parties will be able to more easily see if sound levels agreed to are being adhered to. IN Addition, Mr. WARB stated At the meeting that "UAC-P" was willing to "SHARE" The burden... That would be the total noise burden, not the "F-35" training mission noise burden. We will continue to bear the "brunt" of the test wing's noise, the commercial noise, and the other "non" F-35 noise. So put the entire program at "Duke" to totally and completely remove the "JSF" noise from UAC-P's already large share of noise burdens associated with EGLIN.

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SEP-17-2009 14:03 From: [REDACTED] To: 8824894 Page: 1/4

Jeremy Pate
[REDACTED]

facsimile transmittal

To: Michael Spalts Fax: 850-882-3992
From: Jeremy Pate Date: 9/17/2009
Re: Petition of Support for F-35 bed down in Santa Rosa County Pages: 4
Cc: [Name]

☐ Urgent ☐ For review ☐ Please comment ☐ Please reply ☐ Please recycle

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SEP-17-2009 14:03 From: [REDACTED] To: 8824894 Page: 2/4

Community Support for F-35s at Choctaw Field

This petition is to show the support of the people of Santa Rosa County for the officials of the Eglin BRAC Supplemental Environmental Impact Statement. We, the undersigned, are concerned citizens who urge Eglin BRAC officials to recognize our support to bed down the proposed Air Force Squadrons at Choctaw Field in Santa Rosa County.

Printed Name	Signature	Address	Comment	Date
Barbara Chiles	[Signature]	[REDACTED]		9/23/09
Rose A. Chiles	[Signature]	[REDACTED]	We need more jobs + revenue	9/23/09
Ann M. Lawrence	[Signature]	[REDACTED]		9/23/09
Juanita D. Davis	[Signature]	[REDACTED]		9/23/09
Dennis Davis	[Signature]	[REDACTED]		9/23/09
Harold D. Mankin Jr.	[Signature]	[REDACTED]		9/23/09
Dorene Sumner	[Signature]	[REDACTED]		9/23/09
Kay F. Addison	[Signature]	[REDACTED]		9/23/09
Robert F. Jellison	[Signature]	[REDACTED]	While the "sounding" goes on!	9/23/09
Alice H. Meyer	[Signature]	[REDACTED]		9/23/09
Terany Pate	[Signature]	[REDACTED]		9/23/09
Michael Ballman	[Signature]	[REDACTED]		9/23/09

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SEP-17-2009 14:04 From [REDACTED] To: 8824894 Page: 3/4

Printed Name	Signature	Address	Comment	Date
BOB SALVENDY	[Signature]	[REDACTED]	I am pleased	9-28-09
Wm P. Allen	[Signature]	[REDACTED]	US Navy and US Air Force	9-03-09
Louise B. Aiken	[Signature]	[REDACTED]	Pro Military & their	9-3-09
Aubrey L. Nickerson	[Signature]	[REDACTED]	social support	
Sheila de Siqueira	[Signature]	[REDACTED]		9-3-09
Bob Cole	[Signature]	[REDACTED]	County Commissioner	
Betty Cooper	[Signature]	[REDACTED]	Retired DAD	9-3-09
Dennis Cooper	[Signature]	[REDACTED]	employee	9/8/09
Betty Ann Brown	[Signature]	[REDACTED]		
Blair D. Stumm	[Signature]	[REDACTED]		9/9/09
Linda K. Patrick	[Signature]	[REDACTED]	human joint contractor	9/9/09
Timothy R. Ransom	[Signature]	[REDACTED]	Project Plan	9/9/09
Craig Tate	[Signature]	[REDACTED]	The sound of freedom	9/3/09
Robert Bird	[Signature]	[REDACTED]	Bring them home	
Ken Fournier	[Signature]	[REDACTED]	support for the	9/4/09
Justin M. Davis	[Signature]	[REDACTED]	CSBVE	9-4-09

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[illegible]

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-----Original Message-----

From: [REDACTED]
Sent: Sunday, September 13, 2009 9:24 PM
To: MikeSpaits@eglin.af.mil
Cc: Vanover, Marie M Ms CIV USAF AFMC 96 ABW/PA
Subject: SEIS Questions & Comments Input

Hi Mike,

Attached are my SEIS Questions and Comments for your use. Comments 7, 8, 9, and 10 are new while 2, 4, 5, and 6 were handed to your people at the Niceville and Valparaiso Scoping Meetings. Please drop me an email to acknowledge your receipt of all of them (AOL sometimes chops off parts of zipped attachments).

I have looked on the Eglin.af.mil website (BRAC page) for the previously submitted Questions/Comments but have not found any. Is there another page I should be looking at? If they have not yet been posted, when will they be?

Best Regards,
Bob Webb
[REDACTED]

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Question #2: Eglin F-35 SEIS Public Scoping Briefing, page #9

JSF Syllabus: This page states that the number of annual flight operations for 107 aircraft has been reduced by a huge factor (37.5%), from 240,000 to 150,000. I ask this because this is obviously a no-cost way to reduce the projected DNL levels, at least on paper. I was told at the Niceville Scoping Meeting that the reduction resulted from streamlining the training Syllabus from the original early estimates. That has some logic. However, I was also told that the final Syllabus won't be issued until aircraft Block 3 is available. Before the Block 3 Syllabus we will have Syllabus versions 2.0 and 1.0. We are now at Syllabus version 0.5, which allows not much more than landings, takeoffs, Touch and Go's, and general FAM flights.

Estimating the number of flight hours based on the present Syllabus 0.5 is completely unrealistic and would be, in fact, deceptive. For the SEIS to provide valid data for the 2nd ROD, it must use the full capability F-35 airframe training Syllabus, at the ultimate 59 and 107 aircraft loading expected in 2016 and beyond. The 2nd ROD will have an upper bound of operations that are approved. The SEIS must faithfully cover that upper bound.

I suggest the JSF Training Syllabus version utilized be included as an SEIS Appendix.

Robert Webb, Valparaiso

September 2009

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Question regarding Eglin F-35 SEIS Public Scoping Meeting page #20

In Alternatives 2A, 2B, and 2C the second (new) runway is shown parallel to the present North-South runway. Could it be canted to the Northeast somewhat to relieve any effect to Bob Sikes airport operations and reduce noise levels to the eastern periphery of Crestview?

Robert Webb – Valparaiso

September 2009

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Question regarding Eglin F-35 SEIS Public Scoping Meeting

Twenty four hour average noise levels (DNL) are very difficult terms for average citizens to conceptualize. Although the DNL is an accepted standard term for aircraft noise in general, the fact that military jet engines are much noisier than civilian jet engines makes the DNL measurement less and less representative of the actual aircraft noise impact as one moves closer to the flight path of a military airfield. In other words, the short-term average noise during the aircraft pass, or Sound Exposure Level (SEL), is of far more "value" to a citizen than a long-term average, or DNL, in understanding the actual disruption to their lives. In that light, can the SEIS provide nominal F-35 SEL noise levels at various slant ranges (out to perhaps 2 miles and the typical altitudes flown)?

Robert Webb – Valparaiso

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Question regarding Eglin F-35 SEIS Public Scoping Meeting

This question addresses the future ability of the Eglin Range Complex to support all of its currently assigned missions. Initially, the Eglin Complex should be able to accommodate the F-35, 75FG, and 46 Test Wing missions as well as all other currently assigned missions. However, as the F-35 numbers increase, the growing flight training mission will, I believe, overflow the Eglin Complex capacity. We have heard that computer models used to manage land and water range airspace show that, at some point in time, even with only 59 F-35 aircraft, the 46 Test Wing Test & Evaluation mission cannot be fully supported when combined with the 75FG and F-35 training missions. I.e., there are either not enough hours in the day or available range airspace to deconflict mission requirements. This was a problem for the Final EIS (Oct 2008) contractor who stated airspace allocation difficulties in Appendix K with their computer models.

The loss of the 46 Test Wing mission at some point would have grave negative and wide-ranging implications for all communities surrounding Eglin. The Eglin Air Armament Center, which is an extremely successful organizational model that the other Services are emulating, has Research (Air Force Research Lab), Development & Acquisition (Weapon SPOs) and Test & Evaluation (46 Test Wing) capabilities at one location. If Eglin were to lose the Test & Evaluation mission, the AF Research Lab and SPOs would have no reason to remain and would almost certainly revert to their previous location (Wright-Patterson AFB) in time. In the process, local communities would lose the high paid military and civilian scientist, engineer, management, procurement and support contractor jobs that have fueled Okaloosa County's growth and prosperity. The SEIS should evaluate the potential long-term negative Socioeconomic impact of the above scenario as well as the more usual environmental issues.

Robert Webb – Valparaiso

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Comment regarding Eglin F-35 SEIS Public Scoping Meeting

I feel compelled to make a personal statement about the F-35 deployment to Eglin. I am not against aircraft and, in fact, I, and many others in this room, have made Eglin AFB and its aircraft their careers. I favor progress. As a research engineer, progress and new technology were my main products.

The F-35 will bring positive economic input to Okaloosa County to replace the loss of the 33rd TFW F-15s. I say it again.... Positive economic input to ALL of Okaloosa County. Actually, the Army 7 SFG will more than economically replace the 33rd with the F-35 providing SURPLUS stimulus. But there are always downsides and negative impacts for progress and growth.....loss of woodland areas, increased auto traffic, denser population, etc.

In the case of the F-35 arrival, up to this point in time, the people of, and the City of Valparaiso have taken almost the FULL BRUNT of the negative impacts of the F-35 deployment.....Very high noise levels, lower housing values, lower quality of life, massive changes in city layout, tax revenue problems, etc.

I have been absolutely appalled at the way other municipal government entities in the area, particularly the County Commission have heartlessly sacrificed Valparaiso residents' quality of life for their own gain. The just completed JLUS has only minor suggested changes for all other entities while Valparaiso has MASSIVE changes mandated. Look at the JLUS for yourself. It's on the web.

Where am I going with this? Here is the point. Since the F-35 will bring upside economic gain to the whole area population, then the negative impacts from the F-35 should be equally shared also. Crestview wants and "needs" the F-35 so they should be willing to accept some additional noise from the aircraft flying in and out of Duke Field. The same thing goes should the Air Force decide to utilize Choctaw Field to some extent.

I would ask the Air Force, in their SEIS and ROD deliberations, to "share the downside wealth" and offload some of the noise of an admittedly very loud aircraft with our neighbors. Valparaiso wants the F-35.....We just don't want it ALL.

Robert Webb

September 2009

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Written Comments Received During Public Scoping Process

Question regarding Eglin F-35 SEIS Public Scoping Meeting

This question has two parts.

- a. It pertains to Eglin Range Complex scheduling priorities and what the relative priorities for the various missions will be in the future. In other words, what will be the mix of training and Test & Evaluation missions that the SEIS studies?

When mission requirements are put into the scheduling process and all requirements cannot be supported, which missions will be non-scheduled?

- b. It is important for the SEIS to include the maximum mission requirements workload for the ultimate number of F-35 aircraft that will be stationed at Eglin, not an intermediate flight ops load that we already know will be exceeded when the full allocation of aircraft is here and fully engaged in training. Use of near-term ops data will result in falsely low (and inaccurate) noise contours. The 2nd ROD will be based on the SEIS data so the SEIS must accurately model the long term, steady-state F-35 ops level. The initial F-35 deployment start-up transient will last only 5 years whereas the aircraft will be here in operation for an additional 30 years or more.

Robert Webb

September 2009

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Written Comments Received During Public Scoping Process

Question #4: Eglin F-35 SEIS Public Scoping Meeting: DNL vs. SEL noise

Twenty four hour average noise levels (DNL) are very difficult terms for average citizens to conceptualize. Although the DNL is an accepted standard term for aircraft noise in general, the fact that military jet engines are much noisier than civilian jet engines makes the DNL measurement less and less representative of the actual aircraft noise impact as one moves closer to the flight path of a military airfield. In other words, the short-term average noise during the aircraft pass, or Sound Exposure Level (SEL), is of far more "value" to a citizen than a long-term average, or DNL, in understanding the actual disruption to their lives. In that light, can the SEIS provide nominal F-35 SEL noise levels at various slant ranges (out to perhaps 2 miles and the typical altitudes flown)?

Robert Webb – Valparaiso

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Question #5: Eglin F-35 SEIS Public Scoping Meeting; Range Scheduling & Flight Ops

This question has two parts.

- a. It pertains to Eglin Range Complex scheduling priorities and what the relative priorities for the various missions will be in the future. In other words, what will be the mix of training and Test & Evaluation missions that the SEIS studies?

When mission requirements are put into the scheduling process and all requirements cannot be supported, which missions will be non-scheduled?

- b. It is important for the SEIS to include the maximum mission requirements workload for the ultimate number of F-35 aircraft that will be stationed at Eglin, not an intermediate flight ops load that we already know will be exceeded when the full allocation of aircraft is here and fully engaged in training. Use of near-term ops data will result in falsely low (and inaccurate) noise contours. The 2nd ROD will be based on the SEIS data so the SEIS must accurately model the long term, steady-state F-35 ops level. The initial F-35 deployment start-up transient will last only 5 years whereas the aircraft will be here in operation for an additional 30 years or more.

Robert Webb

Valparaiso

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Comment #6: Positive and Negative Consequences of Eglin F-35 Beddown

I feel compelled to make a personal statement about the F-35 deployment to Eglin. I am not against aircraft and, in fact, I, and many others in this room, have made Eglin AFB and its aircraft their careers. I favor progress. As a research engineer, progress and new technology were my main products.

The F-35 will bring positive economic input to Okaloosa County to replace the loss of the 33rd TFW F-15s. I say it again.... Positive economic input to ALL of Okaloosa County. Actually, the Army 7 SFG will more than economically replace the 33rd with the F-35 providing SURPLUS stimulus. But there are always downsides and negative impacts for progress and growth.....loss of woodland areas, increased auto traffic, denser population, etc.

In the case of the F-35 arrival, up to this point in time, the people of, and the City of Valparaiso have taken almost the FULL BRUNT of the negative impacts of the F-35 deployment.....Very high noise levels, lower housing values, lower quality of life, massive changes in city layout, tax revenue problems, etc.

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I would ask the Air Force, in their SEIS and ROD deliberations, to "share the downside wealth" and offload some of the noise of an admittedly very loud aircraft with our neighbors. Valparaiso wants the F-35.....We just don't want it ALL.

Robert Webb

Valparaiso

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Comment #7 for SEIS:

Safety Considerations:

Even though initial F-35 trainees will be experienced pilots transitioning to a new aircraft, there are several safety aspects that should be considered in the selection of operating location(s).

1. A new airframe will be more likely to encounter mechanical or electrical problems, no matter how successful the development program has been.
2. After the backlog of experienced pilots is exhausted, the chances of a mishap will increase, even though the airframe will have matured somewhat.
3. The training scenario requires a higher percentage of flight ops to be performed in and around the runways. This fact makes the selection of the main operating location an important decision. i.e., Flight ops out of Eglin Main will put aircraft over densely populated areas a large percentage of time. Any accident near a runway would have disastrous community relations consequences for the Air Force.
4. Flight ops from a remote location such as Duke Field would minimize potential damage to civilian life and property should a Class A mishap occur.

Robert Webb
Valparaiso

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Comment for SEIS:

Costs for Eglin Main vs. Duke Field Aircraft Siting:

Air Force preliminary cost estimates for a new runway at Duke Field have been close to \$200 million, even though the new Panama City Airport runway cost is under \$100 million. While it is true that a new Duke Field runway will require additional funding, I contend that the Air Force must also factor in the cost of noise remediation for Eglin Main buildings to arrive at a NET cost of F-35 siting.

If the F-35 is based at Eglin Main, the number of Air Force buildings that may require noise treatment is very large: Regional Hospital, VA Clinic, new Commissary Complex, Day Care Facility, old 33rd TFW buildings, family housing quarters, Bldg 100, ROCC, Bldgs 349, 350, 351, Airmen's Housing bldgs, Bldg 11, 13, 22, Bldg 1, Navy EOD Bldg and many more smaller Eglin Main buildings. The U of F GERC classroom buildings off base will also require noise abatement (who would pay this cost?) The cost to retrofit these many buildings will be in the tens of \$ millions, not to mention the disruption of operations during the construction.

Therefore, the actual NET cost of siting the F-35s at Duke Field is NOT NEARLY as high as previously estimated.

It is also hard to quantify the manhours (and subsequent manpower cost) that will be lost on Eglin Main over the long term because of work interruptions in areas that cannot be treated.

The SEIS should incorporate the above NET cost calculation when Duke Field Alternatives are evaluated.

Robert N. Webb
Valparaiso

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*Written Comments Received During Public Scoping Process***Comment #9 on F-35 SEIS – Navy & Marine Flight Operations**

Nothing has been said in Scoping Briefings about Navy and Marine pilot training requirements, the difference in noise characteristics of their version aircraft, or the differences in their aircraft modes of operation. The SEIS must specifically account for the following in its evaluation:

1. Navy aircraft, even though their airframes may be similar to the Air Force versions in terms of noise output, will generate higher noise levels because of their carrier training requirements. I.e., They will operate from a simulated carrier runway, always taking off in afterburner mode. Also, their landing approaches will always be made at a higher angle-of-attack, necessitating higher power settings and producing higher resultant noise (than Air Force flight operations). The fact that carrier approaches are always made with a left hand turn further reduces flight path options for minimizing noise.
2. Marine aircraft, with their lift fans and downdraft engine exhaust, will direct much more noise toward the ground when they practice VTOL and STOL operations. Therefore, it is reasonable to expect that Marine flight operations will generate considerably more noise than either the AF or Navy aircraft.
3. The Air Force must fully characterize the noise produced by the Marine AND Navy versions F-35 during all modes of operation. These noise levels should be listed in the SEIS for each aircraft model.

Robert N. Webb

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Comment #10 on F-35 SEIS – Airfield Requirements for Training

The Eglin Main runway configuration (single, crossing runways) does not support the higher number of runway crossings required for training operations.

Parallel runways appear to be a universal requirement for efficient operations at training bases. (See Luke AFB, Moody AFB, Columbus AFB, Laughlin AFB, Navy Oceania).

Another “plus” for basing and flying the F-35 at Duke and Choctaw field(s) is the readily available real estate to build a parallel runway(s).

Construction of parallel runways at Eglin Main (Alternatives 1C, 1D, & 1E) is a non-starter because of the addition of higher noise levels over Shalimar and facilities near the Eglin West Gate. Noise reductions elsewhere in the surrounding area would be minimal because of the continued flight patterns around Eglin Main.

Both noise reduction and training flight efficiency requirements point to dual parallel runways at Duke and Choctaw Fields as the best SEIS alternative.

I therefore propose the addition of Alternative 2F, Parallel runways at Duke and Choctaw, with LHA's

I would rate Alternative 2F as the number one choice and Alternative 2A as the number 2 choice. All other alternatives are ineffective for noise or airspace efficiency reasons.

Robert N. Webb

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Miccosukee Tribe of Indians of Florida

Business Council Members

Billy Cypress, Chairman

Jasper Nelson, Ass't. Chairman
Max Billie, TreasurerAndrew Bert Sr., Secretary
William M. Osceola, Lawmaker

September 16, 2009

Mr. Mike Spaits
Eglin Public Affairs
101 West D Avenue
Suite 110
Eglin AFB, FL 32542-5498

Dear Mr. Spaits:

The Miccosukee Tribe received the letter concerning the SEIS to analyze operational alternatives and mitigations for the full operational capability of the 59 F-35s as well as analyze the proposed beddown and operational alternatives for an additional 48 F-35s. After careful consideration of the documents provided and in consultation with Mr. Fred Dayhoff, the Tribe has no comments to present.

Thank you for consulting with the Miccosukee Tribe.

Sincerely,

Steve Terry
NAGPRA & Section 106 Coordinator for
Fred Dayhoff
NAGPRA & Section 106 RepresentativeP.O. Box 440021, Tamiami Station, Miami, Florida 33144, (305) 223-8380, fax (305) 559-6653
Constitution Approved by the Secretary of the Interior, January 11, 1962

September 2009

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**SEMINOLE TRIBE OF FLORIDA
TRIBAL HISTORIC PRESERVATION OFFICE**

TRIBAL HISTORIC
PRESERVATION OFFICE
SEMINOLE TRIBE OF FLORIDA
AH-TAH-THI-KI MUSEUM
HC-61, BOX 21A
CLEWISTON, FL 33440
PHONE: (863) 902-6549
FAX: (863) 902-1117



TRIBAL OFFICERS
CHAIRMAN
MITCHELL CYPRESS
VICE CHAIRMAN
RICHARD BOWERS JR.
SECRETARY
PRISCILLA D. SAYEN
TREASURER
MICHAEL D. TIGER

Mike Spalts
Eglin Public Affairs
101 West D Avenue, Suite 110
Eglin Air Force Base, FL 32542-5498

THPO#: 004133

Friday, August 28, 2009


Subject: Public Scoping Meeting for the Joint Strike Fighter (JSF) Initial Joint Training Site, Final Environmental Impact Statement, Eglin Air Force Base, Florida

Dear Mr. Spalts,

The Tribal Historic Preservation Office of the Seminole Tribe of Florida (STOF-THPO) received the notice of the Air Force's Public Information Meeting about the supplemental environmental impact statement (SEIS) for the JSF initial joint training site. The STOF-THPO appreciates the invitation to this meeting but was unable to attend. However, STOF-THPO requests to be sent any final reports concerning this project.

We look forward to receiving more information about this project in the near future. Please reference *THPO-004133* in any other correspondence associated with this project.

Sincerely,



For

Willard Steele,
Tribal Historic Preservation Officer

ETY:ms

Direct routine inquiries to:

Marion Smith,
Compliance Review Supervisor

Ali-Tah-Thi-Ki Museum, HC-61, Box 21-A, Clewiston, Florida 33440
Phone (863) 902-1113 ♦ Fax (863) 902-1117

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September 14, 2009

Eglin Public Affairs
 Attn: Mike Spaits
 10 W. D Avenue, Suite 110
 Eglin Air Force Base FL 32542-5498
 (mikespaits@eglin.af.mil)
 (fax: 850-882-4894
 phone: 850-883-3931)

Subject: Supplemental Environment Impact Statement for F-35 Joint Striker Fighter training program

Dear Mr. Spaits:

This is to express my tremendous support of the Air Force proposal to bring the above referenced F-35 program to the Eglin Reservation in north Navarre, Florida. As a resident and small business owner in Navarre, as well as spouse of a retired U.S. service member, I can say that I and every other resident I know in Navarre is enthusiastic at the possibility that this amazing squadron might be relocated right here in our backyard. Our small community is made up of a large contingency of active duty, Government civilian employees, and Government contractors and their families. Our community understands the needs of the military community and support their mission in every way.

Bringing the F-35 program to Navarre is the Win-Win solution to the opposition the Air Force has faced from Valparaiso residents heretofore. Bringing the F-35's program to Navarre, Florida will allow the Air Force to:

1. Use Eglin Reservation as was originally proposed, just a different physical location within the same reservation;
2. Use logistics and procurement support from Eglin AFB and/or Hurlburt Field, both of which are in close proximity to Navarre.
3. Take advantage of a very welcoming and supportive community that desires an increased industrial base which will support its:
 - a. Overabundance of excellent housing,
 - b. Tourism business,
 - c. Desire to get Navarre, Florida, "on the map"
 - d. Employment of highly qualified labor pool in the local area
3. Minimize impact to already congested Highway 98 traffic eastbound in the mornings and westbound in the afternoons.
4. Rid itself of the public criticism of the potential noise and its impact on our population. Navarre residents already tolerate well many military and non-military induced noises such as an existing private air



1970 Highway 87, Suite 101 • Navarre FL 32566
 Phone: (850) 938-5027 • Fax: (850) 938-0031
 Website: www.proimageinstallers.com

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strip directly off Highway 98 from which small planes fly in and out daily, noises and visual sighting of nearby Hurlburt Field / Whiting Field / Holley Field routine operations and noises, as well as sightings and noise from routine Eglin gunship exercises. These current environmental impact issues are well-tolerated well in our community and have endured nary a complaint from residents.

In conclusion, Navarre, Florida, is the obvious choice to locate the F-35 program; from cost, logistics, and local support perspectives. Please bring your F-35s to northern Navarre. We want you and need you and are willing to support your troops and mission!

Sincerely,


Tami Kay Hodge
President, Pro Image



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Website: www.proimageinstallers.com

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JTL ESCRIBANO, LLC
 8214 WESTCHESTER DRIVE, SUITE 635
 DALLAS, TEXAS 75225
 (214) 692-5085 / (214) 692-0274 fax

September 11, 2009

Ms. Kathleen I. Ferguson
 Deputy Assistant Secretary of the Air Force for Installations
 Office of the Assistant Secretary of the Air Force for
 Installation, Environment and Logistics
 1665 Air Force Pentagon, Room 4B941
 Washington, DC 20330-1665

Mr. Bruce H. McClintock, Colonel, USAF
 Department of the Air Force
 Headquarters 96th Air Base Wing (AFMC)
 Eglin Air Force Base, Florida

RE: Environmental Impact/ Denial of Access to 1,530 acre Escribano Point Property in Santa Rosa County, Florida

Dear Secretary Ferguson and Colonel McClintock:

Ms. Ferguson, we once again, seek your participation. Colonel McClintock, in response to your August 18th letter (attached) to Mr. Roring, our attorney, we (JTL Escribano, LLC "JTL") would like to reiterate our position regarding the preparation by the Air Force of the Supplemental Environmental Impact Statement (SEIS) analyzing the operational alternatives and mitigations of the bed-down of the F-35 Joint Strike Fighter training program at Eglin AFB under the initial Record of Decision (ROD).

1. Without question, the Department of the Air Force, the Department of Defense, the Northwest Florida Water Management District, Eglin Air Force Base, and Santa Rosa County have been conspiring to deny reasonable access to our property in an effort to not only prohibit development of Escribano Point for its intended use, but, more significantly, to diminish the fair market value of the property in the event of an inverse condemnation or "takings" claim.
2. The numerous comments to the Draft EIS that JTL made in writing to Mr. Michael Spaitis on May 12, 2008 were mostly ignored in the Final EIS. Now, with the SEIS in process, we want to make sure that Eglin and the other parties involved in the study do not continue to view the majority of the lands surrounding NOLF Choctaw, which is situated directly to the northeast of our property, as mostly undeveloped, rural lands with no potential for being adversely impacted by the JSF program. Our property is zoned R-1 within the Santa Rosa County Comprehensive Plan and is entitled to up to 4 units per acre of single-family development.
3. The acquisition of Escribano Point by JTL was prior to the 2005 Base Realignment And Closure (BRAC) program and before the Congressional mandate to bring the JSF program to Eglin AFB. After its acquisition, JTL spent significant time and monies planning the property for residential development in a manner that followed the

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recommendations of the Joint Land Use Study that preceded the BRAC decision and designation of Eglin AFB as the home of the JSF training program.

4. JTL purchased the Escribano Point property because of its unique location along the Florida Gulf Coast and because of its significant water frontage (6 miles) and substantial value as a waterfront community. JTL expected the project to be a long-term investment involving its own development of the property into a first class, waterfront community.
5. To date, JTL has designed the project for a total of 838 single-family lots. There are 460 50 to 55-foot lots and 378 100-foot lots. Of the 100-foot lots, 129 are water frontage lots with a majority of the other lots having water views. The property is zoned, entitled, land-planned, and its wetlands delineation was recently certified by the Florida DEP.
6. The timing of the Supplemental EIS, Interim ROD and final bed down of the JSF at Eglin AFB have been systematically extended so as to purposefully avoid the discussion of the impact to properties located adjacent to Eglin AFB runways, particularly Escribano Point and the City of Valparaiso.
7. With each updated environmental impact study, the noise calculations and contours of the F-35 have continued to grow louder and wider.
8. Whether NOLF Choctaw becomes the main operations base for the new F-35 aircraft (i.e. take-off and landing every 14 minutes) or merely shares the F-35 sorties with Duke Field and Eglin Main, JTL's entire 1,530 acre property will be completely environmentally impacted by noise to the point that the property could never be developed for its intended and entitled use.

Over the last nine months, JTL, through its counsel, has been in discussions with Ms. Jacqueline Bouchard (Division Chief, Environmental and Real Property Law for the Air Force), who was appointed to help facilitate a sale of the property to a mix of various agents of Florida Forever, including the Air Force and Navy. These discussions were initiated as a result of Ms. Ferguson's letter dated January 8, 2009 in which JTL was told that the Air Force "would be interested in trying to facilitate a transaction" between JTL and Florida Forever. However, in the end, those discussions proved to be a complete waste of time.

We ask that you consider our position and timely respond in writing. In the meantime, JTL will continue pursuing all remedies until it reaches a satisfactory resolution.

Sincerely,



David A. Lane
Managing Partner

Cc: Dr. Robert M. Gates
Secretary of Defense
1000 Defense Pentagon
Washington, DC 20301-1000

Mr. Michael B. Donley
Secretary of the Air Force
1670 Air Force Pentagon
Washington, DC 20330-1670

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Mr. Michael Spalts
Eglin Air Force Base Public Affairs
501 De Leon Street, Suite 101
Eglin Air Force Base, Florida 32542-5133

Mr. John B. Arnold
Mayor – City of Valparaiso
465 Valparaiso Parkway
Valparaiso, Florida 32580

Mr. Doug Wyckoff – Attorney for Valparaiso
116 Live Oak Ave. East
DeFuniak Springs, Florida 32435

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS 96th AIR BASE WING (AFMC)
EGLIN AIR FORCE BASE, FLORIDA

Colonel Bruce H. McClintock
Commander
401 W Van Matre Avenue, Suite 106
Eglin AFB FL 32542-6802

AUG 18 2009

Mr Christopher Romig
2101 L Street NW Suite 1000
Washington DC 20037

Mr Romig

Pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended (42 *United States Code* 4321, et seq.), the Council on Environmental Quality Regulations for Implementing the Procedural Provisions of NEPA (40 *Code of Federal Regulations (CFR)* Parts 1500-1508), and Air Force policy and procedures (32 *CFR* Part 989), the Air Force is issuing this notice to advise the public of its intent to prepare a Supplemental Environmental Impact Statement (SEIS).

The Air Force's Record of Decision (ROD) for the Joint Strike Fighter (JSF) Initial Joint Training Site Final Environmental Impact Statement (FEIS) was signed on February 5, 2009. The ROD implemented only a portion of the 2008 Eglin Air Force Base Realignment and Closure Commission (BRAC) Environmental Impact Statement's (EIS) Alternative 1, which includes the beddown of 59 F-35s, associated cantonment construction and limited flight training operations, until a SEIS has been completed and the Air Force has decided how best to proceed. The initial basing of the JSF and beddown of 59 F-35s with associated limited training operations will meet the minimum training capability that the Base Realignment and Closure Commission (BRAC) of 2005 requires by September 15, 2011.

The Air Force is preparing a SEIS to analyze the operational alternatives and mitigations for the full operational capability of the 59 F-35s authorized to be delivered to Eglin AFB under the initial ROD as well as analyze the proposed beddown and operational alternatives for an additional 48 F-35s not authorized for delivery under the initial ROD. The range of alternatives for the SEIS will not be limited by BRAC goals and objectives and may consider alternatives that adjust or displace existing missions and/or construct additional runways within Eglin AFB property.

The SEIS has five primary purposes:

- To complete the establishment of all necessary support facilities to conduct pilot and maintainer training by analyzing the establishment of reasonable alternative sites outside the Eglin Main Base addressed in the 2008 Eglin BRAC FEIS, but still on the Eglin AFB reservation.
- To analyze the alternatives addressing proposed distribution of F-35 flight operations, on and off the cantonment area, while maintaining efficient pilot training, de-conflict flying operations with other military and civilian operations, alleviate (to the extent practicable) noise on sensitive receptors, and other pertinent issues.

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- To examine impacts and mitigations associated with bedding down up to two additional squadrons (an additional 48 F-35 aircraft).
- To examine impacts and potential mitigation associated with construction and flight operations activities.
- To examine additional mitigations for flying the allowed 59 F-35 aircraft specified by the February 2009 ROD.

The SEIS will evaluate the environmental effects associated with air quality, biological resources, cultural resources, hazardous resources, land use, noise, outdoor recreation, physical resources, safety, socioeconomics, solid waste, transportation and utilities. The analysis will include an evaluation of the direct, indirect and cumulative impacts.

The Air Force will be hosting four public scoping update meetings to identify community and agency concerns. Public comments from these public scoping meetings or written comments submitted during the scoping period will be considered in the preparation of the draft SEIS. Public scoping meetings will be held on/at the following dates, locations and times:

<u>Dates</u>	<u>City</u>	<u>Location</u>	<u>Time</u>
August 24, 2009	Crestview	Crestview Community Center 1446 Commerce Center, Crestview, FL 32539	5:30 – 7:30 PM
August 25, 2009	Navarre	Days Inn and Suites Conference Center Navarre Parkway, Navarre, FL 32566	5:30 – 7:30 PM
August 26, 2009	Niceville	Northwest Florida State College, Niceville Campus 100 College Blvd. East, Niceville, FL 32578	5:30 – 7:30 PM
August 27, 2009	Valparaiso	Valparaiso First Baptist Church 444 Valparaiso Parkway, Valparaiso, FL 32580	5:30 – 7:30 PM

There will be an open information session which starts at 5:30p.m., prior to the start of the formal presentation at 6:00p.m. The open session is an opportunity for community members to learn more about the Eglin SEIS and environmental impact analysis process.

During the meetings, the Air Force will provide information on the potential environmental impacts associated with the proposed action and solicit public comments on alternative development. Comments regarding the meeting can be provided either in writing or orally. You may direct your written comments to: Eglin Public Affairs, Mr. Mike Spaits, 101 West D Avenue, Suite 110, Eglin AFB FL 32542-5498 (PH: 850-882-3931).

Sincerely



BRUCE H. MCCLINTOCK, Colonel, USAF

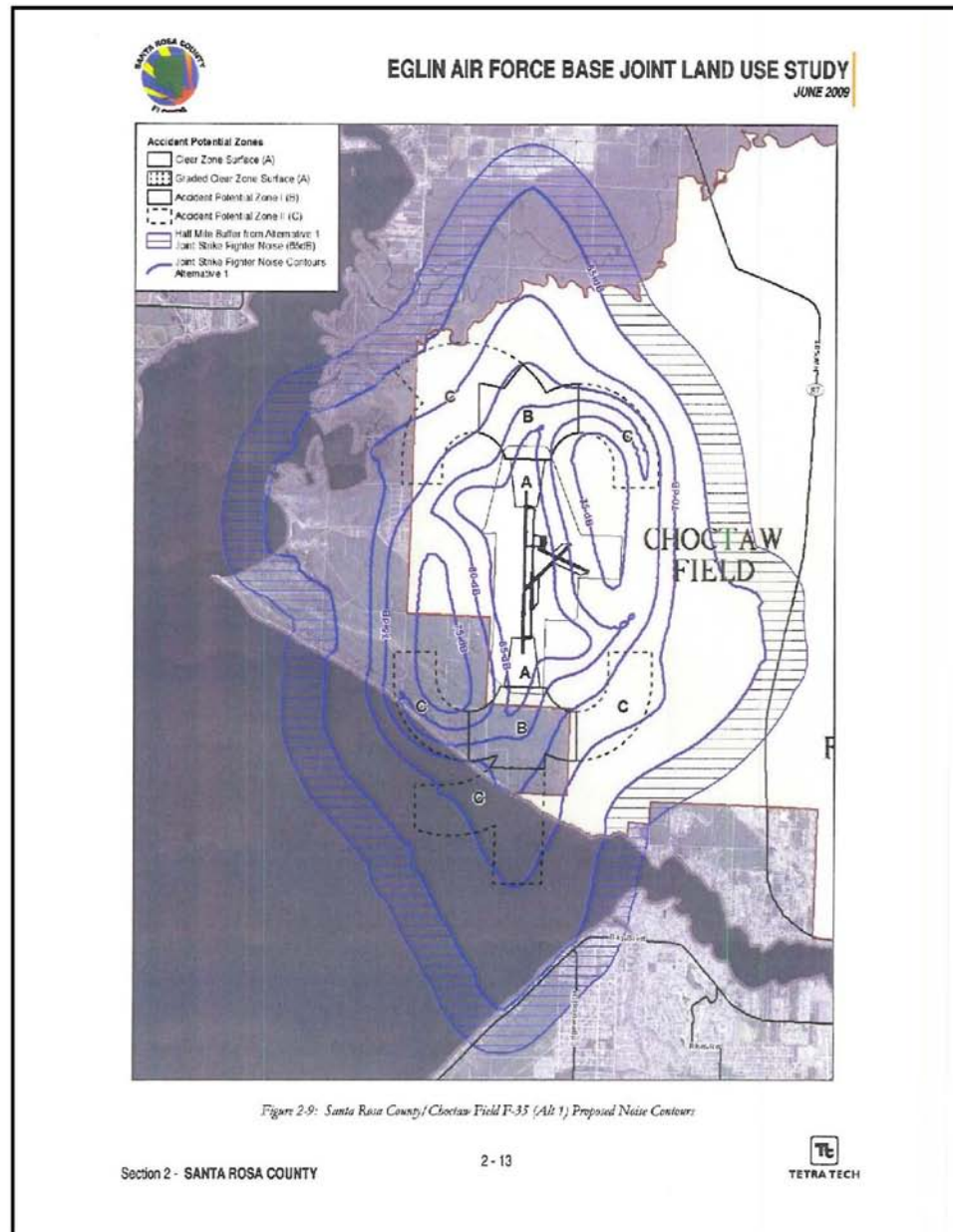
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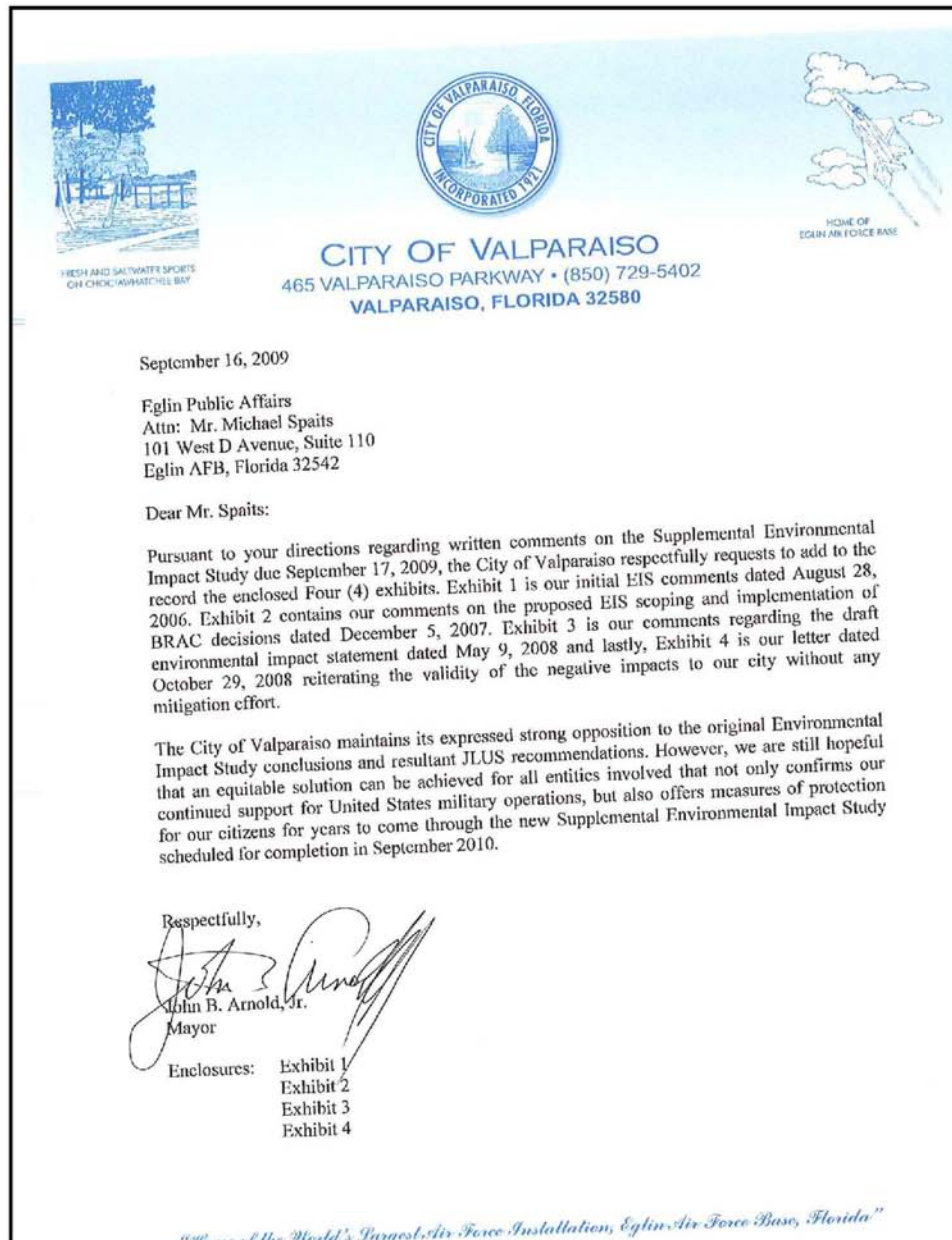
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CITY OF VALPARAISO
 465 VALPARAISO PARKWAY • (850) 729-5402
 VALPARAISO, FLORIDA 32580

August 28, 2006


Mike Spaits
 96 CEG/CEPA
 Eglin Air Force Base, FL 32542-5000

Dear Mr. Spaits,

Thank you for the opportunity to provide input with respect to the environmental impact at Eglin of the Base Realignment and closure process. It is our understanding that you are accepting comments preparatory to disclosing impacts and they are due to you by August 31, 2006.

The attachment represents comments intended to further full disclosure in any draft Environmental Impact Statement with respect to the proposal. It is not intended to provide comment from a preliminary standpoint as no decisions have been made at this point.

Thank you for your attention.

Sincerely,

 W. Robert Billingsley
 Commissioner

Enclosure

Mr. Spaits requested that I email the ltr to him @ mikespaits@eglin.af.mil. I spoke w/him @ 3:20 pm & confirmed receipt of email 8/31/06
 Tammy

"Home of the World's Largest Air Force Installation, Eglin Air Force Base, Florida"

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*Written Comments Received During Public Scoping Process*1. Undergoing Land Use Studies

The United States has financed two ongoing land use studies regarding compatible land use in areas surrounding the base.

If the BRAC environmental impact study could funnel preliminary data to these study initiatives, particularly with respect to noise impact it would be helpful. At this point no one knows the noise impact of F-35 operations at Eglin and we are being encouraged to make land use decisions on data not yet available.

For example, the local media has indicated F-35 operations are to be expected from every 2 minutes (high) to only 114 per day (low) – the difference is significant and should be disclosed early; even if the data is preliminary.

2. F-35 Training Center

It is our understanding based on media reports that two separate locations are under consideration.

One being the old 33rd wing location on the west side of the base; and the second being on the east side operational area.

The location of the F-35 training center should ultimately meet the technical requirements of the mission. However, the impacts of the decision should be fully disclosed.

For example, the City of Valparaiso has currently zoned areas near the possible east side location as R1-A. Albeit substantial ownership remains with the United States in these areas, there are significant pockets of private and public ownership that maybe impacted by decisions regarding the F-35 training centre location. According to the draft EIS regarding the base housing initiative these pockets are of such significance as to preclude the Air Force from considering these areas (Plats 3, 6 and Eglin Heights) for their own housing.

Some of these properties are within the 65 Ldn contour now; some are not (based on 1977 and 2006 USAF studies). Generally, now no residential properties are within any noise contour exceeding 65 Ldn-per USAF studies.

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The location of the F-35 complex should fully disclose any new noise impacts, particularly if it is located on the east side of the base, and if so any proposed mitigation. Any increase above 65 Ldn in these areas would appear to fully preclude new housing even if mitigated by recommended insulation measures.

3. Noise Overall

Any new noise or aircraft crash zones impact as a result of BRAC should be disclosed to the community inclusive of any proposed mitigation.

4. Other

The City of Valparaiso is faced with re-zoning issues to ensure compatible land use with military installations pursuant to Florida Statutes. Data is extraneous at best and it is hoped that the BRAC environmental process can provide a reasonable benchmark.

For example, if BRAC operates on the east side of Eglin an F-35 complex with associated noise should the city contemplate rezoning plats # 3 and Eglin Heights from single family residential to commercial industrial zoning in order to be compatible? We need to know.

The City of Valparaiso remains concerned that the March 2006 AICUZ study has identified private residential housing within the city located in clear zones. The EIS for BRAC should identify this concern and address any proposed mitigation.

For example, the study should examine possible measures to reconfigure flight tracks to move noise away from the east and northeast side of the base – these being generally the only areas impacted (noise) by aircraft operations that are privately held; all others being over the bay or owned by the United States.

Finally, although rejected earlier this year as a suggestion it is requested that the EIS examine the possibility of displacing the threshold of Runway 01 in order that (16) residential properties, in Valparaiso will no longer lie in the clear zone. The city neighborhood existed long before the 2006 AICUZ disclosure of clear zone impacts; and before also the disclosures provided by the 1977 AICUZ study.

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VALPARAISO COMMENT
EGLIN AIR FORCE BASE, FLORIDA
IMPLEMENTATION OF BRAC DECISIONS
PROPOSED ENVIRONMENTAL IMPACT STATEMENT SCOPING
(December 5, 2007)

Submitted to: Mr. Michael Spaits
Public Affairs, 96CEG/CEVPA
Eglin Air Force Base, FL 32542-5000
(850-882-2878)

Prepared by: City of Valparaiso, Florida
(850-729-5402)

Date: December 5, 2007

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CITY OF VALPARAISO - COMMENT ON EIS SCOPING - BRACEXECUTIVE SUMMARY

The proposed federal action (BRAC - Eglin) appears to present new:

- Safety impacts on the community,
- Special Risks to Children in Valparaiso,
- Disproportionate impacts to minority/low income populations in Valparaiso,
- Cumulative impacts - past/present/future covering two generations,
- Cultural impacts involving existing resources, specific to historical properties in Valparaiso
- Noise/Safety and Land Use considerations which compromise the very survival of a small town - Valparaiso,
- Impacts and a scope of development which would normally trigger State of Florida requirements involving 'Development of Regional Impact' documentation,
- Requirements for substantive funding for new local infrastructure; region wide.

Resolving the challenges of the proposal faces all of Northwest Florida. Valparaiso however lies alone under the exhaust pipe of the proposal's economic engine. In support of the regional engine the city only requests the disclosure of and any mitigation and management practices proposed by the Air Force to resolve local impacts. We support the regional economic 'engine' as we have since Valparaiso built the first airfield at Eglin in 1934.

From a local perspective, the Air Force also bears a heavy challenge and obligation.

In this case the Air Force represents the United States in perceptively conflicting roles, i.e. that of:

- a. proposer of the federal action
- b. the decision maker regarding the action, including the 'NO ACTION' alternative,
- c. the sole party responsible for defining alternatives,
- d. outlining for the public any proposed mitigation, or long term management commitments,
- e. controller of the public documentation process itself,
- f. the agency who controls what, when, where and how much in so far as the budget and funding, subject to Congressional decisions;
- g. and, has publicly announced in local Town Hall meetings that the public's involvement in the decision making process is 'how' to implement a decision already made, vs. 'if' the action proposal should be implemented.

The Air Force decisions and process sculpture in this case is not limited to that of a federal funding agency or federal permitting agency. They are all of the above and an owner/operator. The standard of compliance with the National Environmental Protection Act and all implementing regulation appears perceptively high.

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14. Irreversible and Irretrievable Commitment of Resources, and; Unavoidable Adverse Impacts and Considerations that Offset these Impacts
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*Written Comments Received During Public Scoping Process*1. Socioeconomics

Valparaiso is adjacent to and within the Eglin Air Force main base industrial complex. The main base industrial complex is also within the 1921 chartered (State of Florida) city limits of Valparaiso.

This is unique also in that Valparaiso with its 'depression era' funds and those of both Okaloosa County and the Florida's State Road Department built the initial airfield in 1934.

In this case socioeconomic impacts in Valparaiso cannot be spread across a region – they must be addressed in the context of a local jurisdiction (Valparaiso). Impacts of BRAC at Eglin in Valparaiso are not 'common' to the region, due primarily to proximity and unique jurisdictional limits (which also involve deed cessions granted by Florida in the 1940's).

Valparaiso is a 'built-out' community and cannot reasonably anticipate new jobs or any change in employment/unemployment levels. There is no 'job growth' in Valparaiso – the community is relatively static.

Also, the statement drafter should be sensitive to geography when quantifying socio economic as well as other impacts involving demographics. Due to the reach inside Eglin's East Gate within the Valparaiso city limits, the military population residing in housing (inclusive of dorms) will be listed (in some data bases) on the north east side as 'residents' of Valparaiso; as opposed to those living on Eglin's southwest side (who are listed as 'county' residents). It is estimated that 500 (in the northeast portion of the main base) are Valparaiso 'residents'.

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2. Special Risks to Children

Reference is made to Executive Order (EO) 13045, Protection of Children from Environmental Health Risks and Safety Risks, Office of the President of the United States, White House, 1997.

According to the Air Force, "...children are more sensitive to some environmental effects than the adult population...Activities occurring near areas that tend to have a higher concentration of children than the typical residential area, such as schools and child care facilities may further (e.g.) intensify potential impacts to children."

Valparaiso has two schools operated by the Okaloosa County School District – Valparaiso Elementary (1957) and Lewis Middle School (1970). There are additional churches and day care centers.

The Air Force has further advised the local community (2006):

"Finally, children are at greater risk to hearing loss than adults. The proportion for a disproportionate impact to children would result from construction noises as children's hearing is more sensitive to harm than adults. (National Institute for Occupational Safety and Health, 1999)."

Although 'construction' noise is of limited duration, 'aircraft noise' over these schools is permanent and is expected to increase substantially with the current proposal.

Safety

In 2006 the Air Force advised Valparaiso that "Education Services" are not a compatible land use within Accident Potential Zones, and "should be prohibited".

Approximately 1/3 of the Valparaiso Elementary School property; not the school building itself but the playgrounds and a little league field lie in these 'Accident Potential Zones'. It is difficult to actually draw this line based on maps available from the Air Force but our city engineer has tried.

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Noise

Valparaiso Elementary School lies within the current (2006) 65-70 noise zone. The Air Force advises that noise insulation is required and specific study is necessary to achieve compatibility regarding the building. No indication is provided regarding the outside playground.

Aircraft operations is expected to increase in the 2009-2015 time frame per the Air Force (2007) by two to three fold. The Air Force future aircraft noise impacts (F-35) have not yet been released (exception for 11/07/07 noted below).

The noise impacts on Valparaiso Elementary School are currently being examined by a consultant (Tetra-Tech) retained by the Okaloosa County Commission in a Joint Land Use Study (JLUS) funded by the Office of Economic Assistance/ Department of Defense and Florida's Office of the Governor; as managed by the Okaloosa County Department of Growth Management.

Since the announced Air Force future noise is not yet available, Growth Management (Okaloosa County) has suggested that the JLUS initiative add ½ mile geographically to the current noise lines in anticipation of the arrival at Eglin of the new F-35 aircraft and 'Tighter Town – USA'.

Valparaiso asked the city engineer to produce a 'PLUS ONE HALF MILE MAP'.

This map places Valparaiso Elementary School about halfway between the 75 and 80 noise contour lines. The Air Force (2006) has advised Valparaiso that in this area schools "...are not compatible and should be prohibited." The future of this school (Valparaiso Elementary) is in doubt.

Note: The Air Force map (11/07/07 – Blended mix alternative) appears to place the school in the 65-69.

If this is the case, it would appear that conventional noise insulation standards for buildings (-20) cannot achieve 'compatibility' for the Valparaiso Elementary School.

Further, the half mile map indicates the 70 noise line now will traverse Lewis Middle School – "specific evaluation is warranted" (Air Force 2006).

Note: The Air Force map (11/07/07 – Blended Mix alternative) appears to place the school in the 70-74.

In summary, Valparaiso suggests that the FHS address, specifically regarding Valparaiso:

- special risks to children in Valparaiso
- the continued viability of our two local schools

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Other (General):

1. 43% of the enrollment at Lewis Middle School are military dependents residing on Eglin Air Force Base. In comparison, 18% of total enrollment in Okaloosa County Schools are military dependents (2007).
2. The sound insulation characteristics of both schools is not known. What is known is that neither school qualifies (State of Florida) as a 'hurricane shelter' (like most do not in Okaloosa County). And, that "...specific evaluation is warranted."

Other:

1. Florida Statutes 333.03 indicates in part that:

"...neither residential construction nor any educational facility ...shall be permitted within the area contiguous to the airport defined by an outer noise contour that is considered incompatible..."

2. Further, 333.03 prohibits

"...the construction of an educational facility or a public or private school at either end of a runway of a publicly owned, public use airport within an area which extends 5 miles in a direct line along the centerline of the runway, and which has a width measuring one-half of the runway."

The total campus of the Valparaiso Elementary School appears to lie well within this prohibited footprint. Only if the study proposal demonstrates that a noise study evaluation indicates the building is compatible does this school building pass.

3. F.S. 333.01 (2) defines an airport -- which appears inclusive of military installations. Further, obstructions standards are adopted elsewhere in F.S. 333 sensitive to military installations.
4. It is acknowledged that military aviation installations are not specifically indicated with respect to F.S. 333.

However, these installations are specifically protected by the statutes under F.S. 333.03 by reference to Federal Aviation Regulations (FAR).

It appears that Valparaiso Elementary School (established in 1957) pursuant to the intent of Florida's legislature is incompatible with both the current and proposed future use of aircraft operations at Eglin Air Force Base.

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5. Civil aviation air traffic also traverses over the safety corridor defined by the military installation at Eglin in its approaches to Runway 19.

This occurs over Valparaiso Elementary School playgrounds – if not the actual school building.

6. With regard to civil and U.S. military air traffic the Florida Statutes appear clear – the existing elementary school is an incompatible land use.

Overall, since the aircraft operational use over Valparaiso Elementary is utilized 49% (Runway 19) of the time and noise regarding Lewis Middle School is expected to increase, the impacts and any proposed mitigation (regarding these schools) should be documented for public disclosure purposes.

Summary

The future operation of two existing schools in the City of Valparaiso do not appear compatible with the proposal. The EIS should address by special evaluation the impacts on these two schools inclusive of special risks to children and propose appropriate mitigation.

Note:

It is acknowledged that you have to draw the line in the sand somewhere.

The Edge Elementary School (1946) lies only 500 feet outside the Air Force 'preferred' 65 noise impact line in Niceville.

Likely eligible for the National Historic Registry, the school due to its cultural resource contribution of long standing in the community (in addition to education) should be specifically examined for impacts.

Further, the Destin Middle School may be newly exposed to the 65 Ldn noise- it is difficult to tell based on the scale of the 11/07/07 Town Hall meeting maps.

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3. Environmental Justice

Reference is made to Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low Income Populations, Office of the President, United States of America, White House, 11 February 1994. Further reference is made to 32 CFR 989, The Environmental Impact Analysis Process, and the Presidential Transmittal Memorandum referencing federal statutes and regulations to be used in conjunction with Executive Order 12898.

With the limited exception of West Niceville the adverse impacts of the Runway 19 CZ/APZ I - II and aircraft noise as potential adverse impacts are limited to a single municipality – Valparaiso.

No other local developed area impacted by departing/arriving aircraft has comparable residential areas, including the main base itself. Due to these highly concentrated and substantially adverse impacts they should be isolated (for the purposes of impact identification). For example, an analysis that would develop a 'community of comparison' throughout many thousands of square miles of dedicated 'airspace' for environmental justice disclosure purposes would be unreasonable.

The aircraft fly over Valparaiso at low altitudes. In summary, the establishment of a 'community of comparison' in the case of Eglin Air Force Base's anticipated impacts is challenging.

People living in Valparaiso are exposed to higher noise levels and approach zone characteristics than people living under 'airspace' across the multi-county region.

Full disclosure of disproportionate impacts on minority and low income populations in this case will also pose the following challenges:

- A. According to the Air Force "...noise) is generally a greater concern for populations living off base (c.a.), since military personnel and dependents living on Air Force bases with operating airfields would expect exposure to higher noise levels."

However, locally the Air Force has announced that it will not build even its own housing units in any area that will exceed the 60 noise level. And these are residents who "...would expect exposure to higher noise levels."

- B. Eglin's main base demographics will indicate a higher proportion of minority/low income populations when compared to Okaloosa County. However, this housing is being moved.
- C. Part of Eglin's housing demographics include the City of Valparaiso.

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- D. The limited geographic area of Niceville's west side, while impacted does not justify lumping the two total communities (Valparaiso and Niceville) together to address full disclosure regarding environmental justice.
- E. The large undeveloped portions of Valparaiso (even outside the gate) owned by the Air Force geographically tend to concentrate the overall populations in a smaller area impacted by noise.
- F. Low income housing concentrations lie in the approach zones in 'multi-family' developments vs. 'garden' type developments.
- G. Eglin's housing EIS (March, 2006) utilized Okaloosa County as a Community of Comparison with 19.03% minority and 8.84% low income (2000 census).

Valparaiso's demographics according to the Economic Development Council of Okaloosa County (2005) indicate disproportionately higher numbers. Admittedly, the demographic sources vary.

However, if the Air Force in the preparation of this EIS is to remain consistent with their prior identification of a Community of Comparison, i.e. Okaloosa County – it is likely that it will identify Valparaiso as disproportionately impacted from an environmental justice stand point.

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Valparaiso is concerned with the protection of the Tom's Creek watershed area.

The creek drains generally from northwest to southeast. Traversing the watershed are Highway 123 (near the head waters), Highway 85, the commercial/industrial gate access road (to Eglin), the approach to Runway 19 and its associated approach lighting system, and two high tension power lines.

The watershed lands of Tom's Creek are substantially owned by Eglin Air Force Base. The outlet of the creek and one other minor tributary flow into the waters of the State of Florida in Valparaiso. (Tom's Bayou).

The lands adjoining Tom's Bayou in Valparaiso are limited to single family homes on the north side; and on the south side it is largely undeveloped (5 homes on ¼ mile of waterfront) due to Air Force ownership of the waterfront.

Tom's Bayou enjoys access to the Gulf of Mexico about five nautical miles away through Choctawhatchee Bay (Class II waters of Florida).

Valparaiso is concerned with impacts of the proposal (specifically the increased use (new aircraft operations) of Runway 19) that may compromise the quality and use of Tom's Bayou – which is highly recreational with access provided by a nearby park system.

Over the years of Air Force development the western end of the bayou has become clogged with runoff sediment. Shellfish plentiful as late as the 1960's have gone away; and likely the federally endangered snail darter.

Runoff from Runway 19 and test sites southwest of Tom's Bayou continue to impact these waters.

The proposal statement should document the impacts, particularly cumulatively with respect to increased use of Runway 19 and the test sites, on the waters of Tom's Bayou. And, the Air Force should definitively disclose its plans for the future use of their lands owned on the bayou's south side in Valparaiso. A future study is not the answer.

The concerns above are mirrored for the Turkey Creek watershed which flows through APZ II (Runway 19) northwest to southeast into Boggy Bayou.

The difference regarding this watershed (Turkey Creek) is that it involves a generally open highly flowing fresh water tributary with public parks at each end and a raised platform nature trail with substantial public recreation between College Boulevard and Boggy Bayou. It would appear to lie between the future 70 and 75 noise contour lines.

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The EIS should disclose any possible impacts on these watersheds and propose appropriate mitigation.

Other:

Florida's Northwest Florida Water Management District has for the past generation encouraged multiple water user communities in Northwest Florida to consider the alternative use of surface water sources vs. the Florida Aquifer as sources for community water use. To date none have proven economically viable.

However, both Turkey Creek and Tom's Creek have been specifically considered as local community alternative water sources – fresh water from the surface vs. the aquifer.

As such, the proposals possible long term impacts on these water shed resources is important and should be documented.

Note:

Valparaiso has also expressed concerns under index item #9 Hazardous Waste Materials, with respect to ground facilities.

These concerns should also be incorporated here under 'water quality'. The water runoff, especially cumulatively over the years since the development of the airfield from existing and new pavements when combined with likely increased use may impact water quality in the concerned Tom's Creek watershed.

Using an isolated example of very small magnitude with respect to the proposal – does the 'north gate' access road to the munitions area have retention ponds to 'clean' water run-off into the Tom's Creek watershed?

Other:

The Air Force's announced (11/07/07) and preferred noise alternative (blended mix) appears to indicate substantial new noise due to over flights of the Shoal River and its drainage basin east of Highway 85 near Crestview (off Air Force lands). In nearby Walton County the Shoal River is listed by the State of Florida as an "outstanding" water source – the highest possible and relatively rare designation (state-wide). Due to this proximity the EIS should examine specifically any new impacts posed by the Duke Field facility (or others) with respect to Florida's Shoal River.

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Valparaiso is a Class II area pursuant to the Prevention of Significant Deterioration Program (PSD) relating to the goals of the Clean Air Act; as is most of Florida.

Florida's Department of Environmental Protection considers Eglin Air Force a major emissions source with respect to the PSD program.

Valparaiso is within the approach to Eglin Air Force Base Runway 19 - the runway utilized at Eglin for aircraft operations 49% of the time.

Valparaiso is concerned with the air quality in the area underlying these aircraft approaches and departures in the city. The mobile source emissions of these approach and departing aircraft are heavily concentrated in Valparaiso; as well as emissions from aircraft ground equipment.

And, to adequately address cumulative air quality impacts the proposal should be examined on a base line using 1977 annual aircraft operations (approximately 36,000). In some cases the State of Florida has established more stringent standards with respect to pollutants and this should be considered when identifying impacts on Valparaiso.

The low altitude (200 feet) and volume of approaching/departing military aircraft over Valparaiso does not allow for conventional particulate dispersion over a wide area and should be a factor in the study.

Air quality impacts in this small area from aircraft operations will not be short term with respect to the proposed action, and are of a scale which should not be spread region wide.

Valparaiso is also concerned with air quality emissions that will be concentrated due to increased automobile traffic passing through Valparaiso to Eglin's East Gate. This is one of two main commuter gates serving the main base industrial complex.

Air quality impacts appear in this case to be localized in Valparaiso and should not be spread largely - for example over all of Okaloosa County or the region. Emissions associated with aircraft operations should be specifically examined with respect to the City of Valparaiso as well as the region.

Although the air quality in Okaloosa County may enjoy attainment status, we are not so sure that the immediate environs of Eglin Air Force Base share this status; and particularly since the Florida Department of Environmental Protection considers Eglin to be a major emissions source.

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Valparaiso suggests that a conformity determination study as part of the EIS examining Valparaiso itself pursuant to the Clean Air Act be conducted as part of the disclosure of impacts regarding the proposal. This should not be set aside for a future study.

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Red-cockaded woodpeckers (RCW) may utilize the pine -- hardwoods in Valparaiso including lands owned (in Valparaiso) by Eglin as habitat. These lands are extensive -- hundreds of acres under the approach to Runway 19 and Valparaiso lands near Eglin's East Gate.

These woodpeckers require older, in this case long leaf pines to construct their nests. Long leaf pines exist throughout Valparaiso -- and in many cases are marked by early 20th century turpentine harvest scars indicating perhaps a 120 year old tree. This is a 'marked' potential habitat that remains throughout Valparaiso even as a 'yard' tree. Valparaiso suggests not that the 'yard' tree represents habitat. Rather only that in the significant undeveloped Eglin lands which also enjoyed the turpentine generation indicate that the habitat likely exists.

Eglin has made a recognizable effort to preserve this woodpecker, marking for example possible woodpecker trees near public roads in the county with a white painted band.

The proposals impact on the red-cockaded woodpecker in Valparaiso should be documented. Colonies may exist in the approach zone to Runway 19 between Valparaiso and the threshold of the runway as well as on Eglin lands east of Runway 19 extending to John Sims Parkway. All these lands have the characteristics of the RCW habitat.

The EIS should document any impacts on biological resources on lands proximate to the main base. The woodpecker is used only as an example. The osprey is also a resident of the area -- a 'hunting pair' is routinely observed over the western reaches of Tom's Bayou.

The EIS should address specific impacts on biological resources such as these that maybe present under the approach to Runway 19 due to the increased use of the runway posed by the training (JSF) proposal.

In addition, similar impacts should be addressed regarding new impacts, particularly aircraft training, at Duke Field and Choctaw Field.

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Valparaiso has a local Historic Registry and a Historic District in old downtown Valparaiso.

The historic district was established in 1990 and the local registry recognizing buildings/site/structures/homes and other resources throughout the city in 2000.

There are 29 sites/structures/buildings or resources listed currently in the Valparaiso Historic Registry – most have recognition plates mounted on the building/structure.

The anticipated impact of the proposal on these structures may be noise from aircraft.

Although noise may not impact structural integrity – it may impact the residents. Many of these buildings are preserved as single family homes.

For example, it may be difficult physically if not economically prohibitive to preserve these historic listings as habitable homes. The -20 noise insulation standard (Air Force, 2006) for sound insulation may not be a reasonable expectation.

Valparaiso would specifically recommend that the Air Force encourage Florida's State Historic Preservation Office (SHPO) and other categorically concerned parties to independently consult with the City of Valparaiso regarding its local concerns in formulating their general response to the proposal.

In summary, we like our history and Eglin – Valparaiso built the first Eglin runways with its Great Depression era public funds in 1934 – and leased the field that year to the military for \$1/year.

Any EIS document should disclose specific impacts on these historical resources within the City of Valparaiso.

For example, Valparaiso is concerned that auditory impacts (noise from aircraft operations) will alter the setting, character or use (e.g. residential) of the historical resources to the extent that they may be rendered incompatible from a land use standpoint with their current use (residential) and with surrounding properties.

And, Valparaiso is unaware as to whether or not any of these (29) properties or the district itself may be eligible for nomination to the National Registry of Historic Properties (NRHP) with respect to historical significance. Recordation and data recovery in this case does not appear to provide adequate information. Simply, noise disturbances could result in the irreversible and irretrievable loss of these resources in their natural state (generally housing).

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Valparaiso believes that these local properties should be protected from adverse impacts; and preserved for possible NRIIP nomination.

The Air Force EIS document should include an appropriate survey of these resources and document impacts and proposed mitigation as may be required by the National Historic Preservation Act, Air Force guidelines, and the Archaeological Resources Protection Act.

Schools

A. The Valparaiso Elementary School campus (constructed in 1957) is eligible for listing on Valparaiso's Historic Registry and the Florida Historic Registry.

Valparaiso Elementary is a currently operating elementary school – one of the oldest in Okaloosa County. It has never been converted back/forth with utilization by other school grades, being utilized solely by elementary grade students for the last fifty years.

It also represents an architectural example of local 'Cold War' construction before the days of air conditioning.

Built under the path of Eglin's 1950's B-52 bombers absent any knowledge of concern or modern school siting demands, the school is expected to sustain new substantial impacts.

New national standards developed many years following Valparaiso Elementary's construction place the school in "ACCIDENT POTENTIAL ZONES", specifically APZ-I.

It also appears that this school building campus is moving now from the noise 65-70 to the noise 70-75 noise category zone if the Air Force 'preferred' alternative (mixed blend) is implemented.

Thus it appears per the Air Force to indicate that noise insulation achieving -30 dB is warranted vs. -25 dB and that "...special evaluation is warranted...; and that, this cultural resource (school) "...should be prohibited (in the Accident Potential Zone)."

Valparaiso believes that the EIS should evaluate this school as a cultural resource in addition to land use/noise compatibility (as noted elsewhere).

B. The original Valparaiso School constructed in the 1920's lies on Glendale Avenue across from Glen Argyle Park.

The school building is preserved and was renovated with public and volunteer funds and service organization labor in 2004. It serves today as a multi-

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community senior center, used daily. Owned by the City of Valparaiso as a donation from a pioneer family, the senior center receives public support from numerous agencies including the City of Niceville and Okaloosa County.

The building is listed on the Valparaiso Historic Registry and with the State of Florida (survey 2000). It is likely eligible for listing on the National Register.

The 'preferred' Air Force noise alternative will move this facility newly into the 65-70 noise zone.

This senior center/school/cultural resource has no noise insulation. Pursuant to Air Force noise standards it will in the near future be incompatible for its current use; in addition to the impact on the sustenance of the building as a cultural resource.

The Air Force should propose specific mitigation in the EIS.

Churches

There are currently two churches in the Valparaiso Historic District:

- Trinity Presbyterian Church and,
- Korean Full Gospel Hope Church, listed on Valparaiso Historic Registry. This church is likely eligible for listing on the National Register -- built as a community church in the 1920's by Valparaiso's pioneer developer.

Trinity Presbyterian recently expanded and developed its expansion pursuant to historic district standards.

Both churches are proposed by the Air Force to be within the new 65-69 aircraft noise zone.

The EIS should specifically examine these structures with respect to noise insulation standards of -25/30 as recommended by the Air Force and with respect to the proposals impacts regarding their historic preservation.

Other

1. Valparaiso has a late 19th century cemetery that is listed on its local historic registry. The cemetery comprises approximately 10 acres which lies in noise zones. The original cemetery plot was only about one acre. This small one acre part is likely eligible for national registry listing.
2. The (29) listed properties on Valparaiso's Historic Registry are limited in listings and documentation by the constraints imposed by geography and

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financial resources available to the city in 2000 for study (financed by the State of Florida).

There are likely numerous others not yet identified which may be impacted by the proposed action.

3. Archaeological resources within the city should also be examined for possible impacts; particularly with respect to the Fort Walton (Mississippian) culture.
4. The EIS for the proposed action should include a plan with respect to mitigation of adverse impacts on historic resources in Valparaiso; and prepared in detail.

Both the City of Valparaiso and the State Historic Preservation Office should be consulted in preparation of the mitigation plan. The consultation should also involve individual resource property owners.

Mitigation should be physical and funding identified. It should not be limited to future studies or management practices.

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9. Hazards

Due to Valparaiso's proximity to the Eglin Air Force Base industrial complex supporting the proposal, the city is concerned with hazardous materials and hazardous waste management.

Valparaiso is also concerned with the existence of old facilities at Eglin Air Force Base which may be impacting the Tom's Bayou watershed. Although the proposal itself may not have a direct impact, there should be a definitive cumulative impact.

The statement could be enhanced if it included a summary of any Air Force program to identify, quantify and mitigate hazardous waste sites on the main base and within one mile of Valparaiso. If further site investigations are necessary and not funded these should be specifically identified.

Valparaiso is also concerned with the cumulative impact of hazardous waste. The Air Force should document hazardous waste situations as far back (at least through the Vietnam War) as study work is available. Valparaiso is particularly concerned with the presence of Agent Orange and other munitions sites that may remain 'uncleaned' within one mile of the city limits; or lack funding for adequate study.

The Tom's Creek watershed may be especially vulnerable. This watershed underlies the approach to Runway 19 and is impacted by the proposal's heavy use of the runway for new training purposes.

In addition to the over flight by aircraft approaching Runway 19, the following supporting ground facilities lie on relatively high levels dropping off into the Tom's Creek watershed:

- a. Test Site A-19,
- b. Test Site A-26,
- c. Eglin's munitions storage area,
- d. The runway 19 pavement,
- e. The runway 19 approach lighting system traversing Tom's Creek itself,
- f. The North Gate access road which now accepts all commercial delivery traffic into Eglin traversing the creek,
- g. Associated taxiways and perimeter roads associated with all the above.

It is not known if any of the above facilities enjoy protection from hazardous waste possible run-off or disposal or even conventional pavement run-off to ensure water quality. For example, are there any water retention ponds associated with these sites?

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All of the ground facilities noted above with the possible exception of sites A-19 and A-26 (we do not know what happens there) are to some degree associated with either the JSF cantonment or its training activity. Perhaps these sites are involved cumulatively with the proposal. In any case the EIS should address same.

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The impacts of solid waste (permanent) and construction debris (temporary) should be documented in the draft EIS.

Research will likely document that all of Northwest Florida's garbage is disposed of by transport to sanitary landfills existing near Marianna, Florida and Andalusia, Alabama. The capacity of these landfills (and others if available) to absorb increased solid waste should be quantified and documented. Any increase in waste products which may reduce the economic life of these landfills and thus increase the costs on local government to dispose of waste should be quantified.

The capacity of local transfer stations (currently limited to two in Fort Walton Beach) should be examined. Costs at transfer stations typically drive local economic impacts. The alternative of establishing landfills for construction debris or sanitary waste on Eglin lands should be part of this alternative examination.

Conventional vendor responses to inquiry regarding landfills will indicate that capacity is available. What is not so readily available is whether or not this available capacity will absorb increases at existing disposal monetary rates.

Rate increases will impact all of Northwest Florida. The proposal should examine and document projected rate increases – independent of vendor estimates.

The cumulative impact of solid waste disposal and construction debris should be documented with respect to other current Air Force proposals such as that involving military housing.

For example, the JSF cantonment area proposal alone involves two alternatives ranging from 1.6 million square feet of demolition/renovation to 2.8 million square feet of demolition/renovation – all taking place over a very few years (2009-2011).

Construction and demolition debris estimated by the Air Force over a 10 year period for the multi-family housing (MFH) project disclosed in 2006 encompassed 3.5 – 3.6 million square feet of housing (not including streets and infrastructure) was estimated to generate about 144,00 tons of construction/demolition debris (non hazardous waste).

Adding driveways and roadways added another 9,000 ton over ten years.

Using roughly the same numbers, say 150,000 tons for 3.5 million square feet for housing;

then, the proposal for the JSF alone will generate at the preferred alternative location:

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- 4 million square feet construction, about 7,000 tons
- 1.6 million square feet demolition/renovation about 70,000 tons

total – about 80,000 tons of total debris concentrated over less than five years.

Admittedly, this crude analysis is apples and oranges.

Construction, demolition and renovating of heavy industrial facilities involving the proposal should consume substantially greater volumes, i.e. as compared to housing at the USEPA standard of 4.83 pounds/square foot (construction) and 77.6 pounds/square foot (demolition).

Substantially impacting the above crude estimate is the Air Force's announced time frame – "...executing the BRAC 2005 program, completing by September 5, 2011."

This has the impact of possibly placing on the local construction/demolition debris market as much as 80,000 tons or more over two years or 40,000 tons/year.

The Multi Family Housing (MFH) proposal by the Air Force (2006) cited a ten year low of 8,951 tons (year 2) to 33,299 tons high (year 5).

The EIS proposal should carefully examine the ability of local landfill in Okaloosa County to absorb this possibly concentrated influx of volume without increasing disposal rates (monetary) on the general public.

Alternatively and preferably the Air Force (since it owns 724 square land miles) contiguous to the project should consider establishing its own landfill to receive construction/demolition debris as part of the proposal. Unlike the MFH project, management practices and best management practices cannot conventionally be set aside to a contractor.

As the Air Force has previously noted, they can "...harvest fill dirt (for the Proposal) on landfill property to expand the landfill..."

Valparaiso also remains concerned with respect to the route that possibly 40,000 tons of disposal per year material will move in one year over local streets highways, and to where?

All the above is crude, what are the real numbers and impacts? The EIS should document this impact.

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11. Safety

The introduction of (107) new based F-35 aircraft at Eglin for pilot training with world wide aviation customers will change the mission character of the base from munitions testing and proficiency maintenance to basic training (pilots and maintenance). Announcements indicate aircraft operations will increase three to five fold.

Note:

The Air Force's 11/07/07 announcement indicate conflicting information – a two fold increase of the F-35 vs. F-15; yet, Col. Ross said the F-35 will fly 3-4 times as often as the F-15 and about 400,000 operations annually. The EIS should be specific.

Current (2005) annual aircraft operations at Eglin approximate 66,000 vs. 35,000 (1977); source: 2006 AICUZ. The increase means a new annual total of 200,000 to 300,000; and for pilots in a new aircraft. The study should disclose the 'mishap rate' for 'training (basic) operations' vs. conventional proficiency operations as it likely results in more mishaps.

The disclosure should document the Air Force definition of aircraft mishaps, i.e. classes A, B, C, and High Accident Potential with some focus on Class A tragedies because of their possibility of impacting the public or private property.

It is acknowledged that there is no historical 'mishap rate' for the F-35. However, the Air Force should be able to assign a reasonable rate projection using a similar aircraft in an initial training situation.

It would appear also that this reasonable rate projection cannot rely on historical mishap rates at Eglin, i.e. it's a new training mission.

It is also acknowledged that it is impossible to predict locations with respect to aircraft accidents. However, at Eglin 49% of aircraft operations (Runway 19 – 2006 AICUZ) currently occur

- over the population center of Valparaiso at very low altitudes
- overflying clear zones and accident prevention zones involving residential housing, churches, schools, and parks with seasonal concentrations of people.

Using the conservative annual figure of 200,000 aircraft operations this means that approximately 100,000 training operations will traverse these areas of Valparaiso.

Further, using Air Force studies and mishap rates assigned to the F-15 (one mishap per 41,000 flying hours, assuming 1.5 hours per operation) it would appear that:

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- 100,000 annual operations x 1.5 hours/operation = 150,000 flying hours for every mishap
- 150,000 flying hours = 3.66 mishaps annually
- 41,000 flying hours per mishap
- 3.66 mishaps annually would then happen with respect to aircraft traversing Valparaiso

The Air Force advised Valparaiso in 2006 that (using 1968 -1972 data)

- 39% of aircraft accidents occur in the Clear Zone,
- 7.9% of aircraft accidents occur in APZ - 1,
- 4.9% of aircraft accidents occur in APZ - 2 or,

a total of about 52% of all accidents.

$$0.52 \times 3.66 = 1.9 \text{ aircraft accidents involving Valparaiso each year.}$$

The city has been indeed fortunate the last aircraft crash on a Valparaiso home occurred in the clear zone in 2003 (but, annual operations at Eglin were then only about 66,000).

Alternative Analysis

Using alternative data,

- Air Force 2006 (AICUZ)
(838) accidents - 1968 - 1995
 - 27.4% of accidents occur in Clear Zone
 - 10.1% of accidents occur in APZ-1
 - 5.6% of accidents occur in APZ-2
 - Runway 19 used 49% at Eglin.
- Air Force 2007 (Town Hall meeting)
 - (125) sorties per training day (F-35)
 - (246) training days per year (F-35)
 - assume (1.5) flying hours/sortie
 - assume same rate, i.e. 1 accident/41,000 flying hours

then, 125 sorties/day x 246 days/year x 1.5 hours/sortie

$$= 46,125 \text{ annual training hours/year for F-35;}$$

$$\text{then, } \frac{46,125}{41,000 \text{ hours/mishap}} = (1.125) \text{ mishaps/year at Eglin for F-35;}$$

further, if R/W 19 is used 49% of the time

$$\text{then, } 1.125 \times .49 = .55 \text{ mishaps/year}$$

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but, if the clear zone (Runway 19) is 27.4% of accidents, and

- the APZ-1 is 10.1% of accidents
- the APZ-2 is 5.6% of accidents or $27.4 + 10.1 + 5.6 = 43.1\%$ cumulative.

Then, $.55 \text{ mishaps/year} \times .431 = .237 \text{ mishaps/year}$ involving Valparaiso for the new F-35 operations.

Or, $\frac{100}{23.7} = \frac{(1) \text{ F-35 mishap in Valparaiso}}{\text{every 4.2 years}}$

However, this represents the cumulative of the Clear Zone + APZ-1 + APZ-2.

If, by whatever means such as for example,

- displacement of the Runway 19 threshold,
- acquisition of clear zone properties,

then, the cumulative of APZ-1 + APZ-2 would be $10.1 + 5.6 = 15.7\%$

then, $.55 \text{ mishaps} \times .157 = .864$

or, $\frac{100}{8.64} = \frac{(1) \text{ F-35 mishap in Valparaiso}}{\text{every 11.6 years}}$

Summary

The substantial range of this crude analysis from (2) to (12) years indicates a need for professional examination and serious consideration of mitigation measures vs. 'management practices' regarding the use of Runway 19 at Eglin with respect to 'safety' involving lands in the off-base community.

Underlying even the 12 year scenario remain churches, day care, numerous homes and one elementary school.

The accident rate should be documented by a professional. The above numbers are solely illustrative.

Further, they should be quantified against some identifiable standard that can be easily understood by the public. For example, how often does a home burn under any circumstance?

Finally, Valparaiso has a long established and successful Volunteer Fire Department. Their response time in the local community is about 4 minutes -- about the best possible.

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However, this municipal fire department is neither equipped, financed or trained to respond to the likely level of risk associated with aircraft mishaps presented possibly with the proposal action.

Eglin's ability to respond to aircraft mishaps with crash/fire/rescue units in Runway 19's Clear Zone, APZ-1 and APZ-2 with respect to adequate equipment, fire fighters and within standard response times by route should be disclosed in the EIS, along with appropriate mitigation such as new fire stations and financial support of off-base volunteer units if warranted.

The environmental impact statement should quantify as closely as possible this impact and propose adequate mitigation (particularly with respect to the possible challenges imposed on the Valparaiso Volunteer Fire Department). This impact identification should be sensitive to cumulative impacts since 1977 (annual aircraft operations).

Other

1. Community Housing in Valparaiso

One local developer (2007) of what amounts to multi-units of new affordable housing in Valparaiso has communicated informally to city officials noting difficulty with respect to closing Veteran's Administration (VA) financially backed units based on whether or not the unit was in an accident zone. The VA finally determined his units were not in this zone.

However, as not elsewhere approximately 1/3 of Valparaiso is in this zone for Runway 19 at Eglin. Homes in this zone apparently cannot expect VA backing for mortgages.

And, this VA consideration example did not appear to examine the 'noise' impact, rather only 'safety'.

This is symptomatic of the proposal's impact on Valparaiso (if not mitigated) regarding Runway 19.

The EIS should document specific impacts on financing of any residential or other structures in Valparaiso due to noise impacts and safety zones.

2. The Air Force (2006) has advised Valparaiso that:

"While the potential for aircraft accidents in APZ 1 and II does not warrant land acquisition by the Air Force, land use planning and controls are strongly encouraged in these areas for the protection of the public (e.a.)."

The simple response is how does Valparaiso provide land use controls on development that preceded the disclosure? And, why does this not necessarily

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warrant land acquisition by the Air Force if the new proposal for BRAC provides even further impacts.

We know the Clear Zone – APZ, may not change unless the Air Force modifies the use of Runway 19. However, many more aircraft will be flying through at very low altitudes per the proposal – increasing safety risks.

3. The Air Force (2006) has advised Valparaiso that:

“Accident potential ...within the CZ (clear zone) is so high that the necessary land use restrictions would prohibit reasonable economic use of land ...(and that),

It is Air Force policy to request that Congress authorize and appropriate funds to purchase the real property interests in this area...”.

Approximately 10-20 Valparaiso homes in Valparaiso on Andrew Drive lie in this Clear Zone. An aircraft crashed on two homes in 2003. These homes have been there since the 1960's.

This Clear Zone to Valparaiso is 'new'.

In promulgating its 1977 AICUZ study the Air Force carved out a 'clear zone' around these Andrew Drive homes. In 2006 the Air Force AICUZ carved them back in.

The Air Force acknowledged in 2006 public hearing that perhaps they should not have done this (the carve out in 1977).

Anyhow - where are we today?

Valparaiso is unaware of any Air Force initiative to implement policy regarding:

“...acquiring real estate interests in the CZ through purchase or easement when feasible”, requesting Congress to provide funds for same - whether by authorization or appropriation.

Valparaiso suggests that the EIS for the proposal should document that this impact (land/property acquisition in the Clear Zone) is covered by 'appropriated' funds supporting BRAC; and not be subject to future 'authorizations'.

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12. Noise

Noise in other locations

A comparison of the 1977 vs. 2006 noise impact contours further indicates that the largest noise increase has occurred over Choctawhatchee Bay in the direction of Destin.

Further, in addition to Valparaiso (and Eglin owned areas)

- 2006 aircraft departure flight tracks occur over:
 - Shalimar
 - Destin
 - Okaloosa Island,
- 2006 aircraft closed pattern flight tracks mostly occur over:
 - Destin,
- 2006 aircraft arrival flight tracks mostly occur over:
 - Destin.

Although these flight profiles are at higher levels, noise and other future impacts over Destin should be isolated and carefully examined as part of the proposal.

Destin has in recent years experienced citizen sensitivity to aircraft operations at a small general aviation airport; and overall perhaps has the highest density development of any municipality in Okaloosa County.

A 2 to 3 fold increase in air traffic in the area as a result of the proposal could impact significantly current residents in Destin, Florida; particularly with respect to arrival and closed pattern flight tracks.

However less than conventional standards, i.e. 65, noise impacts at the 55 level on Destin should be provided as part of the proposal due to:

- past sensitivity
- very high density development.

Valparaiso does not presume to communicate comments with respect to Destin or any other community – we only know what the Air Force itself has advised in the media and other documents.

For example, the noise impacts (65) of the F-35 now reach (per the Air Force November, 2007) into the bay front areas of Okaloosa County and perhaps Destin west of the mid bay bridge such as Kelly Plantation on par with what happens now in most of Valparaiso. It appears these impacts (65 Ldn) begin at the south foot of the mid-bay bridge and extend west to Jones Bayou possibly involving

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also Destin Middle School. This is for the Air Force announced preferred (blended noise) alternative to spread the noise around (not the decision yet).

The same impacts (Duke Field and Choctaw Field) appear to go off the Air Force reservation into areas east of Crestview north of the Shoal River, I-10 and U. S. 90 (approximately 2-4 miles east of Highway 85); and impact Santa Rosa County bay front areas on East Bay.

Note:

Although Destin's Harbor escapes substantially new noise impacts under the Eglin preferred (blended noise) alternative, other alternatives remain under consideration by the Air Force.

The 'escape' appears fueled by allegedly moving (per the maps) noise to Choctaw Field and the East Bay bay front area of Santa Rosa County – and to Crestview.

Three of the four alternatives (Choctaw Heavy, Duke Heavy, Eglin Heavy) currently under consideration by the Air Force place substantially new and heavy noise over the Destin Harbor and beach front areas including Okaloosa Island.

However, in summary it appears with crude examination that the Air Force's preferred noise alternative moves its new noise away from the community's highly developed and unaffordable housing areas on to undeveloped and perhaps future 'affordable housing' areas.

And, all the while the Eglin main base housing proposals remain unsubstantially impacted – even with the 'Eglin Heavy' alternative.

Hospital Noise Impacts

According to the proposed noise presentation at the town hall meeting as 'preferred' by the Air Force (blended mix) on 11/07/07 the Niccville-Valparaiso Hospital campus moves into the 65-70 noise line.

The Air Force has advised that hospitals and nursing homes are compatible in this area (65-70) if noise levels reductions are achieved by construction to reduce noise levels by 25-30.

The Air Force should as part of the EIS examine the Niccville-Valparaiso hospital with respect to noise insulation and compatibility with respect to the proposal for new noise and propose/fund any necessary mitigation as part of the proposal.

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Church Noise Impacts

The 'blended mix' preferred Air Force noise alternative (11/07/07) appears to impact churches in the nearby community as follows (the list is not all inclusive):

1. New Hope Baptist Church
108 Aurora Street, Valparaiso, Florida
old Air Force noise zone (2005 base line): 70-74;
new noise zone preferred by Air Force: 70-74;
impact: noise impact approximately doubles due to eastward movement of noise line;
other: lies in Accident Potential Zone I for Runway 19;
constructed: 1958
2. First Assembly of God
571 Highway 190, Valparaiso, Florida
old Air Force noise zone: (2005 base line) 70-74;
new noise zone preferred by Air Force: 75-79 (partially); the building itself appears in the 70-74 with the campus now covered by the 75-79;
impact: noise impact approximately doubles due to eastward movement of noise line; future building construction in the western part of the campus toward Lincoln Avenue should be prohibited according to the Air Force;
other: church lies in Accident Potential Zone I for Runway 19;
constructed:
3. Sovereign Grace Church of Valparaiso
Valparaiso Parkway, Valparaiso, Florida
[RESERVED]
4. First Baptist Church of Valparaiso
444 Valparaiso Parkway, Valparaiso, Florida
old Air Force noise zone (2005 base line): 65-69;
new noise zone preferred by Air Force: 65-69;
impact: noise impact approximately double due to eastward movement of noise line;
other: church does not lie in Accident Potential Zone for Runway 19;
constructed:
5. Korean Full Gospel Hope Church
160 Chicago Avenue, Valparaiso, Florida
old Air Force noise zone (2005 baseline): none
new noise zone preferred by Air Force: 65-69
impact: noise impacts approximately double due to eastward movement of noise line; any new construction should include noise reduction measures involving substantial costs;

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other: church does not lie in Accident Potential Zone for Runway 19; church does lie in Valparaiso Historic District and is listed on the Valparaiso Historic Registry; likely eligible for National Registry.
constructed: 1920's

6. Trinity Presbyterian Church
 44 Southview Avenue, Valparaiso, Florida
old Air Force noise zone (2005 base line): none
new noise zone preferred by Air Force: 65-69
impacts: noise impacts approximately double due to eastward movement of noise line; any new construction should include noise reduction measures involving substantial costs;
 other: church does not lie in Accident Potential Zone for Runway 19; church does lie in Valparaiso Historic District;
constructed:
7. River of Life Family Church
 100 Hart, Niceville, Florida
old Air Force noise zone (2005 base line): none
new noise zone preferred by Air Force: 65-69
impacts: noise impacts approximately double due to eastward movement of noise line; any new construction should involve noise reduction measures involving substantial costs;
 the parking lot to the east is outside the noise line; the building itself and the underdeveloped property to the west is newly impacted;
 the building itself is a former industrial facility; existing insulation is not known.
Constructed:

The EIS should examine these churches for compatibility with respect to safety and noise and document only impacts.

It also appears that the bay front areas of Fort Walton Beach, Cinco Bayou and Shalimar (Garnier's Bayou) are also newly impacted as Valparaiso is today.

Admittedly, the maps available are hard to read. It would help if the Air Force could provide better maps in the EIS.

The EIS should examine modifications to airspace use and management, airfield layout, ground operations and aircraft maintenance activity on the Eglin main base to mitigate noise impacts on the community. The following are mitigation measures that should be examined (all are not necessarily consistent and are presented as varying alternatives).

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Airspace use/management

1. Adopt specific noise mitigation restrictive criteria regarding rate of speed, rate of climb, and turning radius for take offs on Runway 01 (to the north east).
2. Adopt arrival restrictions for military aircraft on Runway 19.
3. Modify departure, arrival and closed pattern flight tracks.
4. Route all F-35 take offs and landings over military owned lands or state waters when not demanded by wind conditions.
5. Restrict 'after-burner' use over the Valparaiso community.

Airfield layout

1. Close runway 01/19.
2. Close the east parallel taxiway of Runway 19/01.
3. Displace the landing threshold of Runway 19.

Note:

The Air Force (Col. Ross) disclosed at the Town Hall meeting on November 7, 2007 that the Air Force needs 2 – 8,000 foot long runways for the F-35.

Runway 12/32 exceeds 12,000 feet and Runway 19/01 exceeds 10,000 feet.

Valparaiso necessarily remains concerned with the approach to the 10,000 foot Runway 19.

If only 8,000 feet of any runway is needed for BRAC it appears reasonable that the landing threshold of Runway 19 could be displaced by 2,000 feet; especially since 49% of the operations occur on Runway 19 and it is the sole runway impacting any off-base community.

This is not a new suggestion. Following the disclosure of the 2006 ALCUZ Valparaiso's mayor made a suggestion to the Air Force that the landing threshold of Runway 19 be 'temporarily' displaced by 1,000 feet pending study in order to remove Valparaiso homes from the 'clear zone'.

The Air Force rejected the proposal citing financial constraints.

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Today we remain faced with the same issue, except with the BRAC proposal there appears to be available \$400 million for a BRAC F-35 campus on Eglin. Within the context of cost vs. benefit the displacement of the Runway 19 threshold should be examined in the EIS.

4. Eliminate aircraft parking on the east side of the northern ½ of Runway 01/19.
5. Close the old northeast/southwest runway for taxiway operations and aircraft parking.
6. Construct a new parallel taxiway west of Runway 19.

Aircraft maintenance and maintenance training

1. Conduct engine run-up requirements in hush houses.

Note:

At the November 7, 2007 Town Hall meeting in Niceville one commenter (Ms. Stefanik, Shalimar) "...asked about noise from ground testing of F-35 engines. Air Force Col. Ross replied that the F-35 is designed not to require run-ups at full power because the new aircraft has so many built in test capabilities. Tentatively, there are no plans to build a 'hush house', as was done for current fighter aircraft like the F-15's, he said. Minimizing run-up noise, often done at night, is also an Air Force concern, he said, because students attending the training center would be housed nearby (o.a.)".

What remains unclear is whether or not this means engine tests for operational maintenance of the F-35 or engine testing for maintenance training. For example, on November 7, 2007 the Bay Beacon published a photo of the "most powerful engine ever put in a military fighter jet, Pratt and Whitney's F-135 engine...". The photo obviously depicts an engine on a test stand -- not an aircraft.

Valparaiso residents are also housed nearby -- likely not as close as the proposed Air Force campus but perhaps closer than the commenter, perhaps begging the question as to how much noise is idle speed, where will these engines be pointed, and will maintenance training be actually limited to idle speed levels on aircraft -- even in daytime?

Valparaiso residents currently experience noise impact from engine run-ups.

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It is unclear also as to whether or not the noise impact profiles (and alternatives) or November 7, 2007 included noise from aircraft maintenance and/or training.

Valparaiso believes that non-flight noise should be specifically quantified separately in the EIS as the training proposal involves "...teaching 200 support personnel each year at the F-35 training unit." This should be separate from flying noise to enable identification of both mitigation and management practices to minimize impacts on the community.

2. Point engine run-ups/maintenance to the northwest, away from the Valparaiso community.
3. Limit ground run-up/maintenance to day time hours.
4. Engine Test Noise (specific)

Engine test noise should be identified/quantified separately in the proposed EIS and then added cumulatively to overall noise impacts on the community.

Valparaiso has experienced this noise, often under nighttime conditions for many years. Indeed, the 2006 AICUZ report indicates (p.3-4) that "...17 percent of aircraft maintenance run up operations at Eglin occur during nighttime (10:00pm to 7:00am)."

However, standard methodology for measuring noise does not appear to place a 'penalty' of 10 db per event on this type of activity. Nor, is there any separate measurement provided for this type noise.

What we do know is that Col. Ross said at the November 7, 2007 Town Hall meeting was that his air persons needed their sleep – and that since they were close to the flight line the run up would only be at 'idle' speed.

What we do not know is:

- a. the cumulative yet separate impact of this type noise overall at Eglin;
- b. at which direction the engines will be pointed, either old existing engines at Eglin or those of the new F-35;
- c. whether or not Eglin will continue to use existing engine run up areas, test stands and at what hours;
- d. the locations from which any of this type noise originates.

It is important that this type noise be documented and measured separately in the EIS.

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The community's perception has been that Air Force management actions in following years after implementation remain sensitive to air traffic management (flight tracks, noise abatement) but drop through the crack with respect to engine run up.

Only if this impact is documented separately with respect to impacts, directions, maintenance vs. training activity and cumulatively regarding existing similar (not aircraft operations) can the community expect reasonable mitigation to result in follow-up continuous management action to mitigate this noise.

For example, in March 2006 at a public hearing held by the Air Force on the 2006 AICUZ, a Valparaiso citizen asked if the noise impacts included 'maintenance', particularly at night. The Air Force response was 'yes' and the citizen then asked from where and was the data available?

The Air Force response referred the citizen to the 'Freedom of Information Act' as their response.

Cumulative ground engine noise as Eglin should be documented separately in the EIS -- it has a perceptively high impact on the community. Frankly, it is currently perceived that Eglin locates and points this noise at Valparaiso -- away from its own on-base housing.

Ground Operations

1. Eliminate taxiway powered take offs on Runway 19.
2. Reserved

Population Impacted by Noise

The population affected by noise is per the Air Force (AICUZ, p. 4-5) estimated by using:

- a. 2000 census data, and
- b. assuming the population is equally distributed within a census tract area.

What is unclear is whether or not this conventionally reasonable methodology will actually capture and disclose the numbers of noise impacted people living in Valparaiso.

For example, what is the census tract footprint in Valparaiso? And, what is the population?

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As indicated in other comments Valparaiso's land demographic from a 'city limits' standpoint covers, in addition to the town itself:

- a. 137 acres donated to the Air Force in 1935 for the beginnings of the airfield; and,
- b. 1432 acres donated to the Air Force about 1937 – today's Eglin industrial complex; and,
- c. 166 acres conveyed to the Air Force in a 1950 land trade.

These 1700+ acres represent a substantial portion of Valparaiso; and include to some degree dormitory and other 'on-base' housing. Are they in the census tract? We don't know.

The EIS should disclose in greater detail than the 2006 AICUZ the methodology used in determining the number of 'off installation' population impacted by the proposal – particularly since the off installation impacts appear to involve a disproportionately minority and low income population.

This disclosure should also reach back to the 1977 AICUZ as a baseline (as well as the 2006 baseline). Table 4.2 (2006 AICUZ) indicates a reduction in the number of noise impacted acres between 1977 (14,372 acres) and 2006 (13,092 acres). What remains undisclosed is where these reductions occurred, e.g.

- a. on-base vs. off base
- b. over water
- c. over Eglin's reservation, in summary where?

Figure 4.4 (2006 AICUZ) appears to indicate that the greatest increase in noise area between 1977 and 2006 was over Choctawhatchee Bay to the southeast. This area is impacted by landings on Runway 30 or take offs from Runway 12. However, this combined use of this runway is 40%, whereas Runway 01/19 is used for 60% of the annual aircraft operations (p.3-4 2006 AICUZ).

And, between 1977 and 2006 annual aircraft operations at Eglin almost doubled from 36,000 (1977 AICUZ) to 66,000 (2006 AICUZ). It is difficult to understand how the number of annual aircraft operations between 1977 and 2006 doubled while the land area impacted became less.

It is important that the public understand the cumulative impacts since 1977, today's 2005-2006 snapshot and the impacts of the proposal, especially since there has been little population growth in Valparaiso between 1977 and now.

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Further, spreading the population over the census tract does not appear to account for zoning restraints. Lands zoned as industrial with little residential development concentrate people in areas that are set aside for housing. The EIS should identify and quantify zoning lines in Valparaiso when disclosing concentrations of people impacted by noise (as spread over a census tract). And, this should not be delayed for disclosure in other studies.

Aircraft Operations-NoiseBackground:

Florida's Department of Transportation lists about (20) airports state-wide as providing 'commercial' passenger service into - out of Florida, a cornerstone in Florida's economy.

Listing them in descending 'annual aviation operations' which is a primary indicator of noise impact on the surrounding communities, they are:

FLORIDA COMMERCIAL SERVICE AIRPORTSAIRPORT - THE TOP TENANNUAL AIRCRAFT OPERATIONS

1. Orlando International	391,000
2. Miami International	384,000
3. Orlando-Sanford	320,000
4. Fort Lauderdale International	310,000
5. Tampa International	262,000
6. Daytona Beach International	258,000
7. Melbourne International	219,000
8. St. Pete-Clearwater International	205,000
9. Palm Beach International	199,000
10. Sarasota-Bradenton International	163,000

AIRPORT - THE NEXT TENANNUAL AIRCRAFT OPERATIONS

11. Gainesville Regional	133,000
12. Saint Augustine	126,000
EGLIN AIR FORCE BASE	126,000
13. Pensacola Regional	111,000
14. Tallahassee	100,000
15. Key West International	94,000
16. Panama City	88,000
17. SW Florida International (Ft. Myers)	88,000
18. Naples	87,000
19. Florida Keys - Marathon	53,000

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The above numbers are based on Master Record Data (FAA Form 5010) for the 12 months ending March, 2006.

Issue:

The Eglin noise study (2006) acknowledges only 66,000 annual aircraft operations based on 2005 data.

The study also acknowledges that the military and the FAA count aircraft differently, i.e.

- the FAA uses an 'average annual day' whereas
- the military uses an 'average busy day'.

Valparaiso does not understand the different methodology, but remains desirous of understanding them from the civilian side.

For example, if the Air Force says it has 66,000 annual operations today on their methodology that's o.k. It appears to equate to 125,000 annual operations at a civil airport in Florida; or about 2x, that's ok also. Valparaiso is just trying to figure out where we fit into the big picture state wide.

Eglin communicated in November, 2007 Town Hall meetings by handout that the BRAC proposal would bring an additional

- 125 sorties/day for 246 days/year
- a sortie is (2) operations (2006 AICUZ);

so $(125) \times (246) \times (2) = 61,500$ additional annual aircraft operations at Eglin.

Using the 2x methodology above, then this equates to an increase in aircraft operations (military to civilian equivalent) of

$61,500 \times 2 = 123,000$ new annual aircraft operations
or a doubling of noise – which matches roughly Col. Ross's assessment at the town hall meeting (11/07).

If the above extrapolations make sense in comparison to Florida's civilian tourist destination airport's the annual aircraft operations at EGLIN become equivalent to

- 126,000 (old)
- 123,000 (new)

249,000 annual aircraft operations TOTAL.

In other words, from a Florida state-wide perspective Eglin moves in a very few years from the equivalent of Pensacola/St. Augustine to Daytona Beach/Tampa

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International with respect to annual aircraft operations or, from number 13 to number 7 with all the associated impacts on the community.

And, 49% of all aircraft operations occur over Valparaiso (Eglin AICUZ, 2006). The increase will not be via small general aviation aircraft or today's quieter commercial airliners but rather via the 'noisiest aircraft' ever built by the military.

Problem:

The above analysis is crude. The EIS should disclose some expert analysis equating this new impact at Eglin to civil standards.

State wide our legislators understand aviation impacts their districts when they relate to Florida's civil airports. The public living under these impacts in Florida and local governments work as possible to resolve land use compatibility issues.

Executive departments under Florida's governor strive to set reasonable standards regarding land use planning.

Valparaiso was one of a number of Florida communities surveyed by Florida's House of Representatives in September, 2007 with respect to military impacts on the community. Our response at the time communicated a perception that Eglin was about to become to the equivalent of Miami/Orlando International Airports.

The Town Hall meeting (11/07/07) has moved the perception down to Daytona/Tampa International level. This is what we will be communicating to Florida's upcoming 2008 Legislature inclusive of the stuff which is laying the groundwork for the 2008 session now.

Bottom line:

The EIS should disclose to the public some reasonable equivalent of the impacts of the proposal understandable in civil aviation terms/data such as may be equated to other aviation facilities in Florida.

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13. Public Participation

Reference is made for record purposes to the regulations/requirements of the Council on Environmental Quality and 32 Code of Federal Regulations 989.

Valparaiso and the western edge of Niceville lie under the approach to Eglin's Runway 19; with significant lands in the Clear Zone/Accident Potential Zones I and II. Runway 19 is the busiest runway on Eglin. Of the four approaches to two runways Runway 19 has been characterized as used 49% for air operations.

The public participation with respect to these 'most impacted communities' could be enhanced with public hearings/town hall meetings in these community areas.

Valparaiso believes that public participation can be enhanced if hearings/town hall meetings can be taped/recorded and made available by the Air Force for public viewing on local public access TV channels (Valparaiso owns one, Cox Communications is the other; both have public access channels).

It would help also if:

- i. press releases and other informational outreach during the process are routinely shared with the City of Valparaiso,
- ii. if the Air Force would establish and maintain an 'outreach book' at our public library,
- iii. the Air Force could participate in outreach to the public at regular city commission meetings – the overall subject has been a continuous agenda item at these meetings for the last eighteen months, and frankly the presence of a uniformed 'representative' is helpful – even if, not 'expert' the presence of a uniformed 'stake holder' makes a difference,
- iv. a court reporter should be retained by the Air Force to take a transcript at all public hearings; and a complete copy of the transcripts should be made available to the public as part of the administrative record of the draft EIS,
- v. responses to comments/input received in the scoping process should be listed and responded to in the draft EIS (hard copy, not a disk).

Maps

However well intended in the past, maps utilized by the Air Force in disclosing environmental impacts do not allow the public to identify readily their home, place of business or other private property with respect to impacts.

Simply, past disclosures have not been to a readable scale and have inhibited public input/comment.

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For example, Eglin's 2006 AICUZ (noise) study was published on a 1 inch=5,000 feet (almost one mile) scale; and some critical noise lines go off-the-maps.

This scale does not work for highly impacted communities such as Valparaiso and possibly Destin and Okaloosa Island.

In 2007 Valparaiso tasked the City Engineer with reproducing these Air Force maps at approximately 1 inch = 400 feet. The product was crude and the best we could get.

But, this scale allows a property owner to see where they live, work or play with respect to impacts. It also (when overlaid on aerial photographs) helps tell people where they are.

Public participation could be substantially enhanced and contribute to the EIS process if they can easily figure out where they are regarding impacts. This task should not be delegated to the crude process noted above.

The EIS should provide in readable hard copy impact maps at no less than 1"=400'. This would be especially helpful with respect to 'noise' impact and 'safety' maps.

Note:

The City of Valparaiso provided comment at the Niceville Town Hall meeting (11/07/07) to the Air Force regarding the 'scale of available maps'. As a follow-up Valparaiso requested maps showing noise of Air Force public affairs officers at Eglin depicting noise as presented at the meeting. These were furnished but not at the larger scale.

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14. Irreversible and Irrecoverable Commitment of Resources, and; Unavoidable Adverse Impacts and Considerations that offset these impacts

The Committee for a Sustainable Emerald Coast (CSEC – Walton/Okaloosa/Santa Rosa/Escambia) published in October, 2007 a draft goal in its proposed report to Florida's Governor:

"Establish quality livable communities with a sense of place within successful urban areas and small towns in the Emerald Coast region where citizens can live, work, and play".

In defining sustainability, the CSEC quotes a Chinese proverb:

"One generation plants a tree, the next has the shade".

Valparaiso planted the economic tree of Eglin Air Force Base in 1934; and today the entire region of Northwest Florida enjoys this shade.

And, trees grow; no one in 1934 could have envisioned that this seedling would shade what it does today – or will in its projected near future.

As the shade of the tree grows so do the trunk and roots of the healthy tree. The tree gradually cracks and pushes aside transitory human foundations.

Valparaiso remains in the path of Tree – Eglin. The trunk and roots have cracked the city's foundations as a small town "...where citizens can live, work and play".

Whether or not Valparaiso can sustain itself as a viable community with Tree – Eglin's announced near term growth is questionable.

Valparaiso only asks - "Tell us what's coming; what is irreversible, irretrievable, unavoidable, adverse and document proposed offsetting considerations - all specific to our city".

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15. Cumulative Impacts

Reference is made to Council of Environmental Quality regulations, 40 CFR 1508, et-al.

The BRAC EIS should address the military's future plans for its significant lands in Valparaiso – if not for housing, then what then? Particular emphasis is placed on the Eglin lands in three Valparaiso plats – Plat 3, Eglin Heights and Plat 6.

The recent 2004 housing proposal by Eglin (setting aside housing) is utilized as only one example (of the future).

Since the early days following the National Environmental Protection Act of 1969 Eglin's air operations have substantially increased, almost doubling between 1977 (36,000) and 2006 (66,000). The Air Force has announced that operations pursuant to the proposed action are expected to triple again by 2015.

Cumulative proposed actions at Eglin since 1977 include a host of many smaller actions environmentally documented as 'categorical exclusions' or 'findings of no significant impact'. For example, Eglin announced in 2007 another draft 'finding of no significant impact' for the Navy Explosive Ordinance Disposal School Master Development Plan. The announcement of the finding cites "...an approval of the increase in the overall size of the U.S. Army..."

Valparaiso suggests that the cited examples, i.e.

- a. Doubling (35,000 to 66,000) of Air Force aircraft annual operations between 1977 and 2006 (past);
- b. using a singular example, another proposal for a Navy school increase due to the Army size increases (current);
- c. combined with anticipated triple Air Force aircraft operational increases (future);

is indicative that past, present and future impacts should all be carefully and cumulatively examined as part of the current proposal. Multi-services (Air Force, Army, Navy) have all expanded over the years at Eglin.

The myriad of all environmental decision making regarding proposed and implemented actions since the early 1970's has produced environmental impacts to the point that it is overwhelmingly 'obvious'; and all should be disclosed in a single document. All are now interacting.

Projects which may have appeared of minor scope in the past have essentially laid the foundation for the current proposal – Fighter Town USA. And, it is continuing.

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The past and future actions now cumulatively coincide with the current (present) proposal and all should be publicly disclosed in detail in this one statement.

Cumulative impacts are expected with respect to environmental impacts regarding this proposal. They are defined by 40 CFR 1508.7 as "...the incremental impacts of the action when added to other past, present and reasonably foreseeable future (e.a.) actions regardless of what agency or other person undertakes such other actions..."

The Air Force also noted in 2006 that "...BRAC will have significant impacts in The region ... (and that) the Air Force would address the cumulative nature of BRAC actions in regard to other actions in the region, including (the Military Family Housing Demolition, Construction, Renovation and Leasing Program), in BRAC NEPA documentation".

In context of BRAC, Valparaiso does not perceive the housing proposal, however challenging to quantify as "...minor..." (Air Force); within the scope of BRAC. And, Valparaiso has and continues to support the Air Force preferred alternative with respect to housing (not in Valparaiso). We would like the housing to be in Valparaiso, but Eglin has rejected this option. In any case, the cumulative impact of the non-BRAC housing proposal should be incorporated in the BRAC EIS. This only represents the previously announced Air Force commitment to include it in the BRAC EIS.

Note:

On November 1, 2007 the Air Force announced at a community conference that it planned to:

- tear down (1866) homes at Eglin
- build (1340) new homes
- publish a request for proposals (new homes) in December, 2007
- to close in October, 2008 for privatization of military housing
- representing 76% of needed military housing

However, it is our understanding based on Air Force communications that the 'draft' EIS for BRAC will not be available to the public until May, 2008; and that a Record of Decision (11/01/07) will not be available to the public until November, 2008.

The scheduling conflicts are recognizably resolvable.

From a cumulative impact standpoint the Air Force committed in its revised draft EIS regarding housing (March, 2006) to assess this housing proposal as part of the EIS for BRAC. It should be so assessed and documented (cumulatively) to the community; and prior to federal funding commitments regarding housing.

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From a context standpoint this (military housing proposal) mirrors the small Valparaiso community. We have about (1700) homes – Eglin is (most recent announcement) tearing down (1865) and building back (1340).

From a cumulative standpoint the housing action alone is equivalent to our total small town – which lies both adjacent, proximate and within the main base.

The BRAC EIS should incorporate this housing proposal (today it does not). Per the town hall meeting of 11/07/07 it is specifically excluded. The RFP for housing should be suspended at this time as it appears 'pre-decisional' for environmental decision making purposes as it is 'cumulative' to BRAC.

Alternatively, perhaps the BRAC EIS process could be accelerated.

Number of aircraft operations

On November 7, 2007 Col. Ross at the Niceville Town Hall meeting advised:

- the baseline of the EIS will be 2005 and,
- the F-35 will fly 3 to 4 times the F-15 operations.

The 2006 Air Force AICUZ shows for 2005 (113) total daily operations for the F-15 at Eglin.

The 2005 (113) total for the F-15 uses 260 days/year; while the F-35 is set (11/07/07) at 246 days/year.

Extrapolating crudely,

Eglin will get 246 days x 4 (4x the F-15) x 113 (F-15 daily ops) or

111,192 new annual F-35 operations.

The current (2005) aircraft operations at Eglin is about 66,000.

$111,000 \text{ (new)} + 66,000 \text{ (old)} = 176,000$
annual aircraft operations (future)

But what is the future?

Eglin has announced locally that the 33rd Fighter Wing is going away soon.

However, the EIS will as announced only cover the 'addition' of the F-35. It is unclear if the EIS will cumulatively cover the announced subtraction of the F-15, 33rd Wing. If so, it should be covered.

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Is Eglin to subtract:

(113) F-15 operations x 260 days = 29,380
annual operations or not?

In the subtraction case the near term annual aircraft operations at Eglin would be about 176,000 - 29,000 = 147,000.

Col. Ross at the Town Hall hearing (11/07/07) also noted that each noise alternative (four) presented had about 400,000 annual aircraft operations. This roughly equates to September, 2005 media reports. "...a landing or take-off every 90 seconds..."

The range of annual aircraft operations for BRAC tells us the:

- 1977 base line is about 36,000 (annual)
- 2005 base line is about 66,000 (annual)
- expect BRAC to add 111,000 (annual)
- but, it 'might' all add up to 400,000 (annual)
- and perhaps you could subtract 29,000 (annual)
but, that's not part of the study.

The EIS should present real numbers – and based on a cumulative impact above the 36,000 annual aircraft operations in 1977 (past, present, future).

Question:

Why does Valparaiso care what the numbers are?

Answer

1. Because, 49% of the aircraft operations at Eglin occur today over Valparaiso; in both the clear zone and the accident potential zones of Runway 19 (Air Force 2006).
Alternatively, according to the Air Force (2006) operations/runway use on other runways is:
 - a. Runway 01 – 10%
 - b. Runway 02 - 28%
 - c. Runway 30 - 12%

The approaches to these other runways are all over underdeveloped Air Force lands or Choctawhatchee Bay.

2. Because, Valparaiso residents, business and property owners should be fully informed of the total cumulative impacts.

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16. Other

1. Mitigation actions proposed by the Air Force with respect to new impacts on the community should not be limited to those required for 'permit' actions.

Note: It is acknowledged that the Air Force in the past has defined:

- a. mitigation actions, as those specifically tied to regulatory or permitting actions and routinely sets them aside as not known until the project design is complete;
- b. management actions, as those associated to offset potential impacts associated with the project itself – to be identified later;
- c. best management practices, with uncertain minimization of impacts and with no sustained accountability conventionally identified in the EIS.

In the case of the instant proposal the Air Force should be held to a higher standard.

The Air Force here is substantially 'immune' with respect to 'permitting'. They have announced that the 'NO ACTION' proposal is not to be considered by the decision maker; which has the effect of suborning even 'federal' and 'state' permitting agencies to 'how' not 'if' with respect to comments.

This can only lead to a substantive 'chilling' effect on anyone who proposes reasonable mitigation – whatever may be the agency, federal-state-local.

It also has the perceptive impact of 'chilling' public involvement in the decision making process. 'How' vs. 'if' compromises 'public involvement' on meaningful input.

In this case the Air Force drives the total process as the proposing agency, permitting agency and the implementation agency – responsible for all financing, and is ultimately the user.

The standard of disclosure in the EIS should in these circumstances raise the level of the bar for 'mitigation' above that of a standard for mitigation (permitting) and disclose above that of what is conventionally required for 'permits'.

In this case, the decision maker is both a decision maker and the

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owner/operator of the proposed action; and is generally immune from any state or local permit process. Any proposed mitigation which cites state or local 'permit' standards should also specify follow-up study commitments to evaluate compliance with these standards – and with funding from proposal funds (not funds to be identified later).

It is misleading today to the public to commit to future works to 'monitor' compliance only, to find later that 'funds are not available' for these purposes.

A combination of 'owner/operator' and 'decision maker' should demand the highest standard of compliance with the National Environmental Protection Act. In this case the United States itself proposes the action, will make the decisions alone inclusive of any mitigation; and totally controls the budget process which stops/starts/accelerates/slows down impacts, etc. This is not a federal 'permitting' or 'funding' decision to be implemented by others. Perceptively, this proposal demands a higher standard.

Further, mitigation actions should be specifically defined by responsibility, jurisdiction, and funding availability.

For example, if the Air Force suggests that mitigation or management actions to reduce aircraft noise in Valparaiso should include:

- d. land acquisition
- e. sound insulation of residents, business, public buildings, churches
- f. zoning changes

or any other measures to ensure land use compatibility then the EIS should also include:

- a. who (federal vs. non-federal) pays for it, and,
- b. when.

This should not be deferred to future study work; the financial impact should be disclosed as part of the EIS.

2. Any 'baseline' study document should be equally printed and made available to the public in hard copy along side the 'draft' EIS for public comment.

A hard copy of all appendix documents should be printed and made available for the public at local government locations as well as public libraries – resorting to a disk attachment to the draft EIS on a proposal of this magnitude compromises public involvement.

In addition, all referenced documents and footnotes should be provided at a central location in hard copy for review by the public. The public should

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be able to read and copy (at cost) all documents without having to resort to electronic communications.

3. The Air Force should include in the EIS document its policy regarding the use of its lands (current and future) for public purposes regarding 'fair market' value considerations. There are reportedly (media) over 160 'legacy leases' region wide involving Eglin lands at 'less' than conventional value. In 2007 Eglin announced that it will be the Defense Department's national forerunner of the _____ program.

Conversion to 'fair market value' of the 'legacy' leases and the future policy will seriously impact local government's initiative to both support the proposal and sustain current quality of life in the community; particularly with respect to public infrastructure.

The 'legacy' leases involve park lands, waste water treatment, cultural activities and rights-of-way – to mention a few. The near term future involves substantial planning for the total region's sustainability – beaches, major traffic arterials, etc.

The scope of the proposal's impact will necessarily involve substantial local investment. The Air Force policy regarding financial considerations for the public use of its lands should be defined in the EIS document if the proposal is intended to sustain the quality of life in the region.

The Air Force policy regarding this land use should be captured in the EIS. To continue to say that this 'will be announced' is insufficient – it is clearly both a cumulative and future impact of substantial magnitude regarding the proposal.

4. Eglin's current missions and tenants include among others the following (and others):
 - 33rd Fighter Wing
 - 46th and 53rd wings-conventional weapons testing
 - McKinley Climatic Laboratory
 - Navy Explosive Ordnance Disposal School
 - Security Forces Regional Training
 - 20th Space Surveillance Squadron
 - Amphibious Ready Group/Maine Unit
 - Expeditionary Training
 - 919 Special Operations Wing – Air Force Reserves

The future mission (proposal) appears to add:

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- 7th Army Special Forces
- F-35/Fighter Town, USA

From a cumulative impact standpoint if any missions/activities are to be subtracted and move elsewhere, the EIS should document same and present the overall impact within the context of the proposal. Valparaiso supports the subsistence of all current activities/missions and the full use scenario involving the proposals additions.

5. Any changes to the 'entrance' gates at Eglin should be covered in the EIS and not deferred to further study work.

For example, if the 33rd Fighter Wing gate on Highway 85 is to be closed then it could possibly substantially increase traffic at the Eglin East Gate (Highway 397 thru Valparaiso) or the West Gate (traffic from Highway 85 from Shalimar/Fort Walton Beach). This is not a 'design' aspect of the proposal due to its substantial off-base impacts on traffic.

The impacts should be documented in the EIS.

6. The specific impacts of the BRAC EIS decision making process may likely be less important than the decision itself.

Valparaiso remains disturbed by Air Force announcements regarding the decision making process overall, the Air Force indicating decisions have already been made.

The November, 2007 Air Force handout for Town Hall meetings welcoming public involvement advises:

"The NEPA process allows the Air Force to make informed decisions based on Air Force and community needs."

"This booklet will describe the three actions proposed by the BRAC 2005 Commission. It will also describe possible alternatives for each action."

The three BRAC Actions and Alternatives listed in the handout are:

2. Build the JSF JTC and its cantonment,
3. Build the 7SFG(A) cantonment, and
4. Provide training areas for both JSF and 7 SFG (A) personnel.

The community at a Town Hall meeting in Niceville, November 7, 2007 was advised by Mr. Roland (Air Force) that:

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- the Deputy Secretary of the Air Force for Installations (Ms. Kathleen Ferguson) is the decision maker;
- that the Air Force is required to consider the 'NO ACTION ALTERNATIVE';
- however, that this (no action) alternative will be a baseline only since Congress has already passed the law. (in other words) the EIS will only address "how" not "if".

If the Air Force is indeed involved in a "how" not "if" mode and has discarded the 'NO ACTION' alternative for Deputy Secretary Ferguson, then the credibility of the process itself has been compromised.

Maybe something is different about BRAC and the BRAC commission's authority with respect to the National Environmental Protection Act of 1969. If that is so, ok. It just makes it more challenging to perceive that the public has real involvement if announcements ask for solely comments on "how" and not "if".

7. Project area

Generally, the project area remains undefined to the public.

The proposal's actions as presented in November, 2007 define solely two cantonment areas and a joint training area.

The cantonment areas for the Joint Strike Fighter (JSF) Integrated Training Center (ITC) and the 7th Special Forces Group (Airborne) [7SFG(A)] are specifically defined in degree and alternatives involving:

- locations
- acreage
- square feet of construction/demolition/renovation.

What remains substantially undefined is the third element of the proposal, i.e.

"Provide training areas for both JSF and 7SFG(A) personnel."

Unlike the cantonment area proposal inclusive of alternatives with defined limits, the training areas are presented using vast acreage.

Although range training alternatives are outlined for the Special Forces, there is no similar outline for the Joint Strike Fighter with the associated noise and other impacts on the community.

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The Air Force did present noise impacts at the November, 2007 Town Hall meeting outlining four alternatives. However, the wide screen presentation was to a scale that discouraged reasonable public comment.

Only when the scale reaches about 1" = 400 feet can anyone locate their home/business/private property and provide informal input. It is estimated that the presentation scale on a large overhead projector was about 1" = 20,000 feet – at which level its difficult to locate even a city.

Valparaiso asked for large scale maps at the Town Hall meeting and later – to date the request remains pending.

The extent of training over lands vs. water should be specifically quantified. It is acknowledged that training over land as opposed to water, that water is probably safer and that fuel usage likely limits training areas. However, training over land also significantly impacts communities such as Valparaiso. For example, touch/go aircraft operations on Runway 19 significantly impact the community.

It is recognized that touch/go operations impacts at Valparaiso may be mitigated by moving them somewhat to outlying fields this should be quantified. However, will 'instrument' training for the F-35 be conducted on Runway 19? Touch/go training with respect to instrument operations should be quantified with respect to Runway 19 vs. any mitigating scenario.

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EXHIBIT 3


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CITY OF VALPARAISO
465 VALPARAISO PARKWAY • (850) 729-5402
VALPARAISO, FLORIDA 32580
May 9, 2008

Mr. Michael Spaitis
96CEG/CEVPA
Eglin Air Force Base, FL 32542-5000

SUBJECT: CITY OF VALPARAISO COMMENTS ON DRAFT ENVIRONMENTAL IMPACT STATEMENT, MARCH 2008, EGLIN BRAC PROGRAM

Dear Mr. Spaitis,

The environmental consequences of high noise levels and flight safety over Valparaiso depicted in the BRAC 2005 EIS are totally unacceptable and incompatible with our primarily residential city. It is also felt the draft EIS may be in violation of NEPA guidelines as it fails to adequately address the negative impacts of these two issues. The draft EIS also does not address reasonable alternatives believed required by NEPA.

When it became apparent that the two JSF Flight Training Alternatives would significantly impact Valparaiso to the point of destroying the city; it should have been obvious to Air Force planners, that at a minimum, a third alternative to adjust the runways, flight paths, take-offs, etc to remove the exceedingly high noise levels over our city was reasonable and necessary.

The table below depicts the percentages of city area that would be subject to extreme noise annoyances.

PERCENTAGE OF CITY AREA AFFECTED BY NOISE LEVELS BY JSF ALTERNATIVES

	Below 65 dB	65-69dB	70-74 dB	75-79 dB	80-84 dB	Above 85 dB
Alternative 1	7%	34%	23%	12%	10%	13%
Alternative 2	0%	10%	40%	23%	14%	13%

The above data was extracted from JLUS Alternatives noise contour maps provided by Air Force Personnel in support of 2005 BRAC Decisions and Related Actions Draft EIS Statement Executive Summary. Supporting maps and pie charts supporting this data are attached as Attachments 2 thru 5. In trying to interpret this data, it is impossible to determine the real noise that residents will experience. The noise data plots are average levels over a 24 hour period. The maps do not show actual peak levels, durations or time of real noise.

The EPA and the Air Force have both stated that levels above 65 dB are not suited for residential purposes. The above numbers prove that living with either alternative is intolerable. Businesses will experience transaction difficulties and the two public schools cannot function with the excessive high noise. Valparaiso will be devastated and become a ghost town. Most of the homes will go on the market as no one will choose to live in this very high and unacceptably noisy environment but will remain unsold as FHA and VA financing will be unavailable.

"Home of the World's Largest Air Force Installation, Eglin Air Force Base, Florida"

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There are 1800 homes, 120 businesses, 10 churches, 5 daycares and 2 public schools in Valparaiso. Over 6,400 residents live here and we feel it is unconscionable for Eglin AFB and the Department of Defense to continue to pursue either of the stated alternatives. The proposed alternatives will place a very heavy burden on our citizens. It is incumbent on the Air Force to find an alternative remedy.

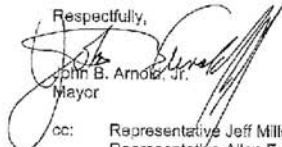
The safety issue is also a great concern. The data presented in the EIS misrepresents the actual threat to public safety. We believe that the frequency of Class A mishaps will be greater than one per year since Eglin will be a training installation. Also, the F-35 carriage of live ordnance over our heavily populated area is of serious concern. The EIS tries to assure us that the Air Force has safety procedures in place to prevent inadvertent release of live ordnance, yet there is no data presented to support that assumption.

The subject statement neglected to address the economic impact on the adversely affected land masses as a result of the contemplated air operations of the two JSF flight training alternatives. Real estate prices will drop and financing will be unavailable. What will retrofitting existing structures against high noise and high noise created vibrations cost; and what is DOD's responsibility? In addition, the cost of mitigating all negative impacts will be enormous. These are just samples of the economic analysis that needs to be incorporated in the EIS. Our concerns are addressed in more detail in Attachment 1.

Valparaiso is a unique place in that 87% of chartered land is owned by the Air Force. It was through donated land that Eglin was established, long after the City was built, as documented in the attached history of Eglin AFB (Attachment #6). How ironic that the Federal government now wants to destroy the city that is the "Home of Eglin AFB".

The mission of Eglin to train F-35 pilots as required by BRAC 2005 will not be compromised if a new alternative is selected. This alternative could solve both the noise and safety issues. Valparaiso wants to work with Eglin to make this new mission a success for everyone in Valparaiso, Okaloosa County, and Eglin Air Force Base. In the past we have requested, and still request, face to face meetings with Department of Defense decision makers to find a solution that is a "win win" for the Air Force, Valparaiso and Okaloosa County. Rather than ask the courts to intervene, we still believe that working together, a better alternative can be developed.

Respectfully,



John B. Arnold, Jr.
Mayor

cc: Representative Jeff Miller
Representative Allen F. Boyd Jr.
Senator Mel Martinez
Senator Bill Nelson
Governor Charlie Crist
Representative Ray Sansom
Senator Don Gaetz
Jeff Fanto, Okaloosa County

Attachment 1 Detailed Comments on EIS
Attachment 2 Eglin - Duke AFB JLUS Alternative 1 City of Valparaiso Area (Map)
Attachment 3 City of Valparaiso Area Noise Exposures Alternative 1 (Pie Chart)
Attachment 4 Eglin - Duke AFB JLUS Alternative 2 City of Valparaiso Area (Map)
Attachment 5 City of Valparaiso Area Noise Exposures Alternative 2 (Pie Chart)
Attachment 6 Eglin History

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The number of persons negatively impacted from aircraft noise exposed to (65dB or above) will increase significantly. Currently, only 2,113 persons are affected by noise as depicted in Table 7-3 of the draft EIS. Under Alternative 1, a total of 6,757 persons will be negatively impacted and 11,156 persons will be negatively impacted under Alternative 2. This is a 319% increase for Alternative 1, and 528% increase for Alternative 2, of the number of people negatively impacted.

The above population numbers include the entire city of Valparaiso and portions of Niceville and Destin. These alternatives will **destroy** Valparaiso and significantly impact Niceville.

The EIS only informs of the estimated percentage of persons "annoyed" by the noise and minimizes the complete adverse impact. The impact to individuals is enormous. Property values will decline, public safety is threatened, quality of life is diminished and children will suffer. Indirectly, the impact will create an environment of disproportionately low-income populace and force the city to drastically reduce or eliminate services.

NOISE

The EIS fails to adequately address the noise impact. The EIS reports that there will be highly annoyed people and the vibrations from low flying aircraft affecting structures may further add to the "annoyance".

1. **Diminished Quality of Life.** In section 7.3.1.2 it is reported that 12 to 37 percent of persons exposed to aircraft noise levels between 65 and 75 dB would be expected to be highly annoyed by the noise. It further states that "Community reaction in these areas is expected to range between significant and severe." The Air Force may view these people as highly annoyed but for the individual their quality of life is significantly diminished.

The only solution offered was to replace windows and doors to reduce the indoor noise level. This only partly addresses the problem. Eglin AFB is located in Florida not the North Pole. Valparaiso residents want to enjoy the warm climate outdoors. This solution in effect holds residents hostage in their own homes.

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Residents have a reasonable expectation of using and enjoying their outdoor space. Prohibiting them from that enjoyment is in effect taking part of their property rights without just compensation.

The proposed mitigation is insufficient in that it does not identify the source of funding to retrofit every building with adequate windows and doors. Further, it does not offer any compensation to residents and property owners for taking away the use of their outdoor (and indoor) space.

2. **Structural Integrity Compromised.** The EIS underestimates the importance of structural vibrations. When low flying planes compromise the structural integrity of a building, the building becomes unsafe for occupancy and has, in effect been inversely condemned.

The Air Force has failed to include instantaneous dB levels for the F-35 and other data that contributes to structural vibrations, particularly for the APZ areas which are heavily populated. The Air Force should take note that property owners will be more than "annoyed" when their buildings are no longer safe to live in.

The Air Force needs to provide instantaneous dB levels for the F-35, frequency levels and any other data pertaining to structural vibrations. In addition, the Air Force should identify the populated areas and approximate number of structures that will experience structural vibrations. The source of funding and agency responsible for compensating property owners for loss of property due to structural vibrations should be identified. The EIS inadequately analyzes the issue.

DECLINE IN PROPERTY VALUES

The draft EIS ignores the negative impact of noise on property values. In section 7.5.1.2, the statement "There is little to suggest that airspace modifications under the Proposed Action would impact land values in the affected area" completely ignores existing studies and Federal Law which prove otherwise. In addition, the author did not include FHA and VA mortgage financing guidelines that address properties in high noise levels.

Chapter 10 of the draft EIS is a list of preparers of the EIS. A real estate professional specializing in appraisals is not included in the list. Due to lack of professional expertise, the EIS inadequately addresses reduction in property values.

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1. **Studies.** There are numerous studies that show a decline in property values due to aircraft noise. In one working paper, it was found that "houses in noisier areas sold for less than houses subjected to less noise" (Cohen and Coughlin 1).

Other studies exploring the effect of noise on residential property values have shown that property values decrease due to aircraft noise. Those studies include: Nelson (1980); O'Byrne, Nelson and Seneca (1985); and Uyeno, Hamilton and Biggs (1993).

2. **VA and FHA Mortgages.** HUD Manual 4150 instructs appraisers to recommend rejecting a loan if the property has inharmonious land uses in the neighborhood. All residential properties in Valparaiso are inharmonious with the noise created by the F-35 aircraft. Additionally, 24 CFR 51.303(b) states "HUD policy for actions in Accident Potential Zones at Military Airfields. HUD policy is to discourage the provision of any assistance, subsidy or insurance for projects and actions in the Accident Potential Zones. To be approved, projects must be generally consistent with the recommendations in the *Land Use Compatibility Guidelines For Accident Potential Zones* chart contained in DOD Instruction 4165.57, 32 CFR part 256."

Additionally, the Housing and Urban Development Act of 1965 tasks HUD "to determine feasible methods of reducing the economic loss and hardships suffered by homeowners as a result of the depreciation in the value of their properties following the construction of airports in the vicinity of their homes."

3. **Current Homeowner's Property Devalued by VA.** In April, 2008 a property owner in Valparaiso sought refinancing through VA. His property value was lowered due in part to aircraft noise. The property was previously valued at \$209,000 and lowered by VA to \$185,000. VA cited aircraft noise as part of the reason for the devaluation. (Attached)

The reduction in property values from aircraft noise is a taking of an individual's property or inverse condemnation. The Supreme Court has ruled that a taking through inverse condemnation due to aircraft noise must be justly compensated. *United States v. Causby*, 328 U.S. 256 (1946). See also, *Hillsborough County Aviation Authority v. Benitez*, 200 So. 2d 194 (Fla. 2d DCA 1967).

The Okaloosa County Property Appraiser has determined that the 2007 assessed property values in Valparaiso is \$326,950,496. This is not the fair market value which will be much higher.

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It is clear that aircraft noise does in fact reduce property values. The EIS insufficiently addresses property value reductions and appropriate mitigation. A supplemental EIS must be prepared utilizing professional expertise in property valuation. The supplemental EIS should also address mitigation measures such as purchase of all affected properties in 65 dB and louder noise areas or annual stipends to each property owner to compensate for loss in value. In addition, the mitigation measures should also address annual compensation to each resident for drastically reducing the livability of the property.

PUBLIC SAFETY

Section 7.8 oversimplifies the safety issue of mishaps and the carriage of live ordnance. It lacks sufficient detail to determine actual threats to public safety. The mishap projections are erroneously calculated and distort the true potential for mishaps. The live ordnance accidents lack data to justify the Air Force's assumptions.

1. **Class A Mishap projections is disingenuous and grossly underestimated.** The Air Force reports that the rate of Class A mishaps is calculated on mishaps per 100,000 flying hours of each aircraft. This rate is then used to estimate anticipated time between mishaps. The data used for calculating the F-15 and F-16 at Eglin AFB is extrapolated from the 2006 Air Force-wide data, which is then applied to the F-35. This is an inaccurate representation of the data. Eglin AFB will be established as the "Initial Joint Training Site that teaches entry-level aviators and maintenance technicians how to safely operate and maintain the new Joint Strike Fighter aircraft." (BRAC 2005). To be statistically accurate in determining actual threat to public safety, mishap data from F-16 training bases should be used rather than Air Force-wide data. (When comparing data for extrapolation, like data needs to be compared to like data. Air Force-wide data is not the same as data from training facilities.)

Section 7.8 also informs "Historically, mishap rates for new military aircraft are highest during the initial phase of its operational life and decrease steadily throughout the aircraft's lifetime." Since the author did not want to skew the analyses, he used the Air Force-wide mishap data of the F-16. This is a contradiction. By assuming that the mishap rate is constant Air Force-wide, the extrapolation of the data actually skews the outcome and minimizes the anticipated actual mishap rate.

The mishap rate for the first five years of the operational life of the F-16 is 16.6 mishaps per 100,000 flying hours. This data was calculated from raw

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data presented in an article comparing the mishap rate of the Predator to the F-16. (Nullmeyer, Herz, Montijo and Leonik 7). Using the formula in Section 7.8 to determine the time between Class A mishaps, the result is 0.23 years (or once every 84 days) for the first five years of the F-35. This data is Air-Force wide. It is reasonable to expect the time between Class A mishaps to be more frequent since the pilots will be entry-level aviators.

Section 7.8 must include sufficient data on actual mishaps at F-16 aircraft training facilities and should be presented by each phase of its operational life to inform the public of the actual risks.

2. Carriage of Live Ordnance is a Threat.

The Air Force fails to adequately address explosives safety in section 7.8.1.2. The Air Force informs that safeguards are designed to prevent the accidental, inadvertent, or uncommanded release of ordnance, but does not rule out an accident. Further, the Air Force refers to safety risk analyses that discount the risk of accidental releases. However, the Air Force neglects to include those analyses in the EIS giving the public an opportunity to determine actual threat.

The Air Force should readdress this issue and provide actual data on ordnance accidents, particularly accidental releases from aircraft.

CHILDREN AT RISK.

The EIS grossly neglected to address the negative impact on children. The EIS only informs of the special risks to children and does not address mitigation as earlier stated, there are two public schools in Valparaiso. Children are at risk of diminishing cognitive skills, reading and memory loss from the excessive aircraft noise. According to the FICAN Position on Research into Effects of Aircraft Noise on Classroom Learning, September 2000 (also referenced in sections 7.5.1.2. and 7.5.2.2.) "Research on the effects of aircraft noise on children's learning suggests that aircraft noise can interfere with learning in the following areas: reading, motivation, language and speech acquisition, and memory."

Children learning at a slower rate than their peers pose many problems for society and the local school boards. Special programs will have to be implemented to give these children a fair opportunity to achieve academically the same as their peers. These children may never learn at a rate to give them the opportunity to obtain the necessary education in order to have an acceptable wage earning career. Furthermore, physical

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education and fitness, which Governor Christ has placed great emphasis, will be impossible.

The list of preparers of the EIS does not include a professional in child development. The impacts of children learning at a slower pace have long term and permanent effects. A professional in child development needs to address this issue.

A supplemental EIS should be prepared to sufficiently address the negative impacts to children utilizing professional expertise in child development. Mitigation should address the cost of sound proofing buildings, providing special programs and the cost of closing the schools.

ENDANGERED AND THREATENED SPECIES

The EIS completely fails to address the negative impacts of noise, fuel dumping or spills and mishaps on endangered and threatened species. Noise affects the sleep patterns, mating, nesting, and feeding habits of these species and will result in a "take" of endangered species. Further it may cause disorientation and aggression in some animals. The EIS must address these issues and the failure to do so is a violation of the requirements of the National Environmental Policy Act. Some of the species currently existing in the proximity include Red-Cockaded Woodpeckers, gopher tortoises, eastern indigo snakes, burrowing owls, salamanders, Florida Black Bears, the dusky gopher frog, etc. See, Draft EIS; "Burrowing Owls at Airports" (Forrest S. Clark); Witness: Endangered Species of North America" (David Liittschwager, E. O. Wilson, and Susan Middleton 1994).

INDIRECT IMPACTS

The negative impacts of noise and safety will further exacerbate problems in Valparaiso and Okaloosa County by indirectly reducing the availability of affordable workforce housing and creating an environment of low-income populace that is disproportionate to the rest of the area. In addition, the city will lose revenue and be forced to reduce and/or eliminate services.

1. **Loss of Affordable Housing.** Affordable workforce housing is a critical issue in Okaloosa County. Because of limited land availability and the high cost of construction, it is difficult to find affordable housing for Okaloosa County's workers. Valparaiso is in a desirable location next to Eglin AFB and Niceville. The housing stock in Valparaiso is valued in the affordable range.

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When property values decline due to high noise, the city will become an undesirable place to live. Workers will seek affordable housing in locations further away from their workplace such as Crestview and DeFuniak Springs. This will have the effect of more traffic and higher gas costs for the worker.

2. **Disproportionate Low-Income Population Is Created.** When property values decline and the noise levels increase, Valparaiso will no longer be a desirable place to live. As people move away from the area the only persons moving in will be low-income. Properties will be difficult to finance so there will be more owner financing of which the target market is low-income. When Valparaiso becomes a city of predominately low-income there will then be a disproportionate population of disadvantaged persons impacted by the F-35. The F-35 will create a blighted city which will be the victim of environmental injustice.
3. **Reduction and/or Elimination of City Services.** As property values decline, the County Property Appraiser will adjust the market value and the resulting revenue to the city will decrease. The City currently provides basic services to its residents in the form of police and fire protection, public safety, library, utilities, cable TV, parks and planning. The cost of providing these basic services will continue to increase. When the city is faced with a reduction in its revenue the city will be forced to reduce and/or eliminate its services.

INSUFFICIENT MITIGATION MEASURES

The mitigation measures for all impacts are insufficient and in some cases completely missing. It is incumbent on the Air Force to provide mitigation measures for each negative impact. The mitigation measures should identify the agency responsible for implementing the mitigation measure and the potential source and availability of funding.

ALTERNATIVE 3

The Air Force is in violation of NEPA in that it did not consider all reasonable alternatives. It is obvious to the reader of the draft EIS, and should have been obvious to the preparers of the draft EIS, that a third alternative should have been considered. When all of the impacts and the associated costs of mitigation are considered, it is

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reasonable to evaluate a third alternative that would remove the noise and safety impacts off the populated areas.

The City of Valparaiso is concerned that a third alternative was not considered and believes that a supplemental EIS should be prepared to include a third alternative that modifies the use of existing runways or constructs a new runway that places the F-35 aircraft flight paths over unpopulated areas. There is a currently existing runway which puts the flights over the Gulf of Mexico instead of thousands of homes and residents. The failure to analyze that alternative demonstrates that the draft EIS is not intended to fulfill NEPA requirements, but is mere window-dressing.

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In conclusion, the City of Valparaiso finds the draft EIS lacking in sufficient data and analysis to accurately estimate or determine actual impacts. Many sections of the EIS should be rewritten including appropriate data and analyses and in some cases utilizing appropriate professional expertise. The city finds the following impacts unacceptable:

IMPACTS

1. 100% of the City of Valparaiso is negatively impacted
2. Diminished quality of life – cannot enjoy outdoor spaces
3. Structural integrity of buildings is compromised – buildings become unsafe for occupancy
4. Property values decline
5. VA and FHA will no longer insure mortgages – financing becomes difficult
6. Public safety is threatened
 - A. Drastic increase in Class A mishaps
 - B. Live ordnance is carried over populated areas
7. Children are at risk – slower learning skills/loss of physical fitness education
8. Loss of affordable workforce housing
9. Creation of a disproportionate low-income population
10. Reduction or elimination of city services

The City of Valparaiso proposes the following changes to the EIS so that the public is fully informed of the negative impacts.

CHANGES TO THE EIS

1. Prepare a supplemental EIS to include:
 - A. Alternative 3 – removing noise and safety impacts off populated areas
 - B. Revise negative impact on property values utilizing a professional real estate appraiser
 - C. Revise statistical calculations for Class A mishaps
 - D. Include statistical data on carriage of live ordnance over populated areas (i.e. frequency of accidents)
 - E. Include mitigation measures for each impact identifying the responsible agency and source of funding
 - F. Include a section on the total cost of the impacts to the public and individuals

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2. Fully address the issue of children at risk. Utilize professional child development experts and identify special programs to assist these children in addition to other mitigation measures.
3. Completely address the impacts upon endangered and threatened species which exist in the proximity.

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Uniform Residential Appraisal Report 17-17-4-100000
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1. Subject Property: 4021 MOORE AVE, VALPARAISO, IN 46086		2. Date of Report: 09/01/09	
3. Appraiser: [Signature]		4. Client: [Signature]	
5. Purpose of Appraisal: []		6. Intended User: []	
7. Highest and Best Use: []		8. Property Characteristics: []	
9. Market Conditions: []		10. Sales Comparison Approach: []	
11. Cost Approach: []		12. Income Approach: []	
13. Reconciliation: []		14. Final Value: []	

Comments:

1. The subject property is a single-family residence located at 4021 Moore Ave, Valparaiso, IN 46086. The property is situated on a lot of 0.25 acres and contains a two-story brick house with a finished basement. The house features a formal dining room, a large kitchen with granite countertops, and a master bedroom with a walk-in closet. The property is well-maintained and is in excellent condition.

2. The appraisal was conducted on September 1, 2009, and the report was completed on the same date. The purpose of the appraisal was to determine the fair market value of the property for a loan application.

3. The highest and best use of the property is residential, single-family use. The property is currently used as a single-family residence, and there are no other uses that are more profitable or feasible.

4. The market conditions in the Valparaiso area are generally stable. There is a steady demand for single-family homes, and the market is expected to continue to grow in the near future.

5. The sales comparison approach was used to determine the value of the property. Three comparable properties were identified, and their sale prices were compared to the subject property. The subject property is valued at \$184,100.

6. The cost approach was also used to determine the value of the property. The cost of the land, plus the cost of the improvements, minus depreciation, resulted in a value of \$184,100.

7. The income approach was not used in this appraisal, as the property is not being appraised for income-producing purposes.

8. The final value of the property is \$184,100. This value is based on the sales comparison and cost approaches, and it is the appraiser's opinion of the fair market value of the property.

9. The appraiser has no conflicts of interest and is not affiliated with the client or the lender. The appraisal was conducted in accordance with the Uniform Standards of Professional Appraisal Practice (USPAP).

10. The appraiser is a licensed professional appraiser and is qualified to perform this type of appraisal.

11. The appraiser is not responsible for the accuracy of the information provided by the client or the lender. The appraiser is only responsible for the accuracy of the information provided in this report.

12. The appraiser is not responsible for the condition of the property or for any defects that may be present. The appraiser is only responsible for the value of the property as of the date of the appraisal.

13. The appraiser is not responsible for the legal status of the property or for any liens or encumbrances that may be present. The appraiser is only responsible for the value of the property as of the date of the appraisal.

14. The appraiser is not responsible for the accuracy of the information provided in this report. The appraiser is only responsible for the value of the property as of the date of the appraisal.

15. The appraiser is not responsible for the accuracy of the information provided in this report. The appraiser is only responsible for the value of the property as of the date of the appraisal.

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Uniform Residential Appraisal Report 17-174-12505
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This report form is designed to report an appraisal of a one-unit property or a one-unit property with an accessory unit including a unit in a planned unit development (PUD). This report form is not designed to report an appraisal of a manufactured home or a unit in a condominium or cooperative project.

This appraisal report is subject to the following scope of work, intended use, intended user, definition of market value, statement of assumptions and limiting conditions, and certifications. Modifications, additions, or deletions to the intended use, intended user, definition of market value, or assumptions and limiting conditions are not permitted. The appraiser may expand the scope of work to include any additional research or analysis necessary based on the complexity of this appraisal assignment. Modifications or deletions to the certifications are also not permitted. However, additional certifications that do not constitute material alterations to this appraisal report, such as those required by law or those related to the appraiser's continuing education or membership in an appraisal organization, are permitted.

SCOPE OF WORK: The scope of work for this appraisal is defined by the complexity of this appraisal assignment and the reporting requirements of this appraisal report form, including the following definition of market value, statement of assumptions and limiting conditions, and certifications. The appraiser must, at a minimum: (1) perform a complete visual inspection of the interior and exterior of the subject property; (2) inspect the neighborhood; (3) inspect each of the comparable sales from at least the street; (4) research, verify, and analyze data from reliable public and/or private sources; and (5) report his or her analysis, opinions, and conclusions in this appraisal report.

INTENDED USE: The intended use of this appraisal report is for the lender/client to evaluate the property that is the subject of this appraisal for a mortgage finance transaction.

INTENDED USER: The intended user of this appraisal report is the lender/client.

DEFINITION OF MARKET VALUE: The most probable price which a property should bring in a competitive and open market under all conditions results in a fair sale, the buyer and seller, each acting prudently, knowledgeably and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer under conditions whereby: (1) buyer and seller are typically motivated; (2) both parties are well informed or well advised, and each acting in what he or she considers his or her own best interest; (3) a reasonable time is allowed for exposure in the open market; (4) payment is made in terms of cash in U.S. dollars or its terms of financial arrangements comparable thereto; and (5) the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions* granted by anyone associated with the sale.

*Adjustments to the comparables must be made for special or creative financing or sales concessions. No adjustments are necessary for those costs which are normally paid by sellers as a result of tradition or law in a market area; these costs are readily identifiable since the seller pays these costs in virtually all sales transactions. Special or creative financing adjustments can be made to the comparable property by comparisons in financing terms offered by a third party institutional lender that is not already involved in the property or transaction. Any adjustment should not be calculated on a mechanical dollar for dollar cost of the financing or concession but the dollar amount of any adjustment should approximate the market's reaction to the financing or concessions based on the appraiser's judgment.

STATEMENT OF ASSUMPTIONS AND LIMITING CONDITIONS: The appraiser's certification in this report is subject to the following assumptions and limiting conditions:

- The appraiser will not be responsible for matters of a legal nature that affect either the property being appraised or the title to it, except for information that he or she became aware of during the research involved in performing this appraisal. The appraiser assumes that the title is good and marketable and will not render any opinions about the title.
- The appraiser has provided a sketch in this appraisal report to show the approximate dimensions of the improvements. The sketch is included only to assist the reader in visualizing the property and understanding the appraiser's determination of its size.
- The appraiser has examined the available flood maps that are provided by the Federal Emergency Management Agency or other data sources and has noted in this appraisal report whether any portion of the subject site is located in an identified Special Flood Hazard Area. Because the appraiser is not a surveyor, he or she makes no guarantees, express or implied, regarding this determination.
- The appraiser will not give testimony or appear in court because he or she made an appraisal of the property in question, unless specific arrangements are made to do so have been made beforehand, or as otherwise required by law.
- The appraiser has noted in this appraisal report any adverse conditions (such as needed repairs, deterioration, the presence of hazardous wastes, toxic substances, etc.) observed during the inspection of the subject property or that he or she became aware of during the research involved in performing the appraisal. Unless otherwise stated in this appraisal report, the appraiser has no knowledge of any hidden or unapparent physical deficiencies or adverse conditions of the property (such as, but not limited to, needed repairs, deterioration, the presence of hazardous wastes, toxic substances, adverse environmental conditions, etc.) that would make the property less marketable and has assumed that there are no such conditions and makes no guarantee or warranties, express or implied. The appraiser will not be responsible for any such conditions that do exist or for any engineering or testing that might be required to discover whether such conditions exist. Because the appraiser is not an expert in the field of environmental hazards, this appraisal report must not be considered as an environmental assessment of the property.
- The appraiser has based his or her appraisal report and valuation conclusion for this appraisal that is subject to satisfactory completion, repairs, or alterations on the assumption that the completion, repairs, or alterations of the subject property will be performed in a professional manner.

code Map Form 17 March 2002 Page 4 of 4 Revised Map Form 1024 March 2003

FORM 1024 - TOTAL (or Whichever) REPRODUCED BY 4-1-1000, 10 - 1-1000-4-1000

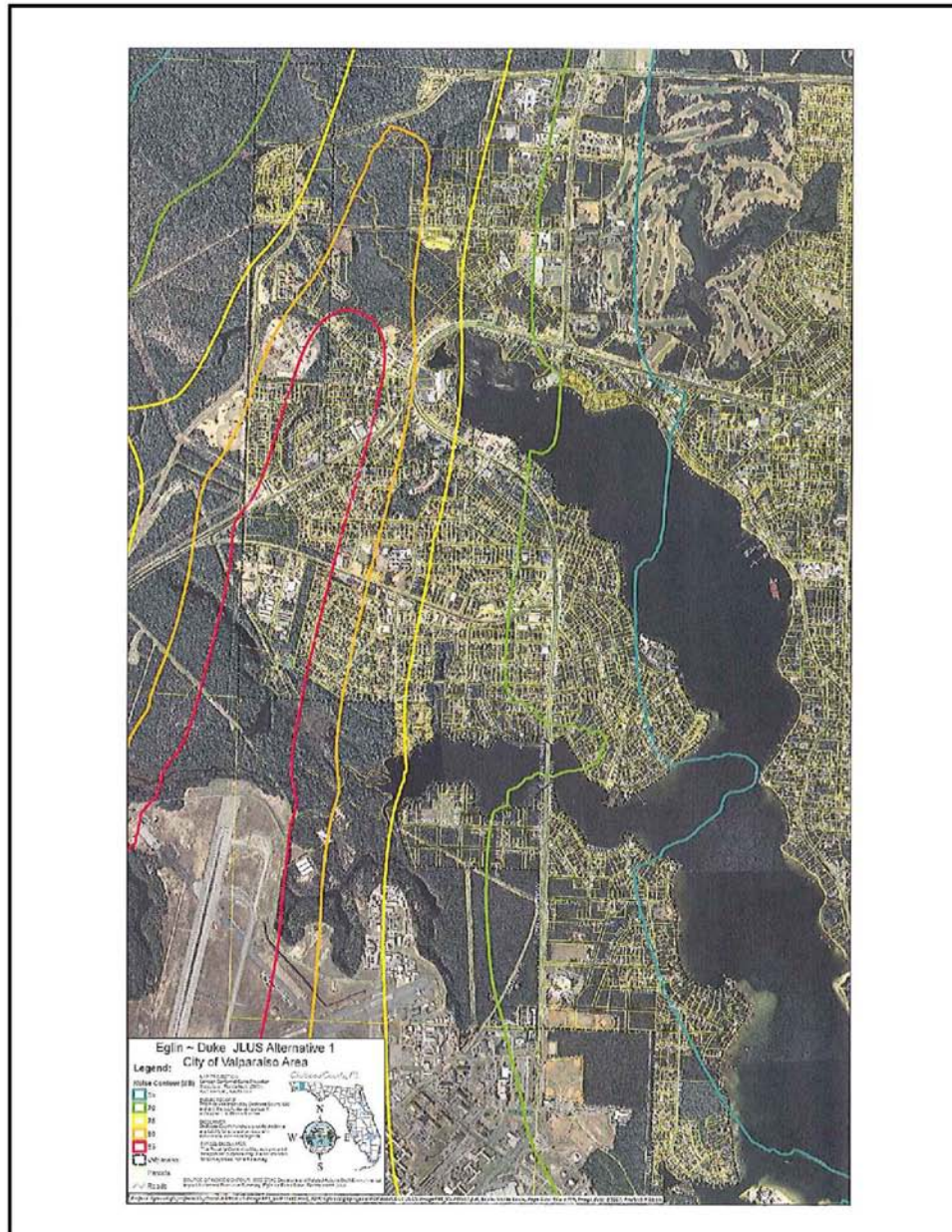
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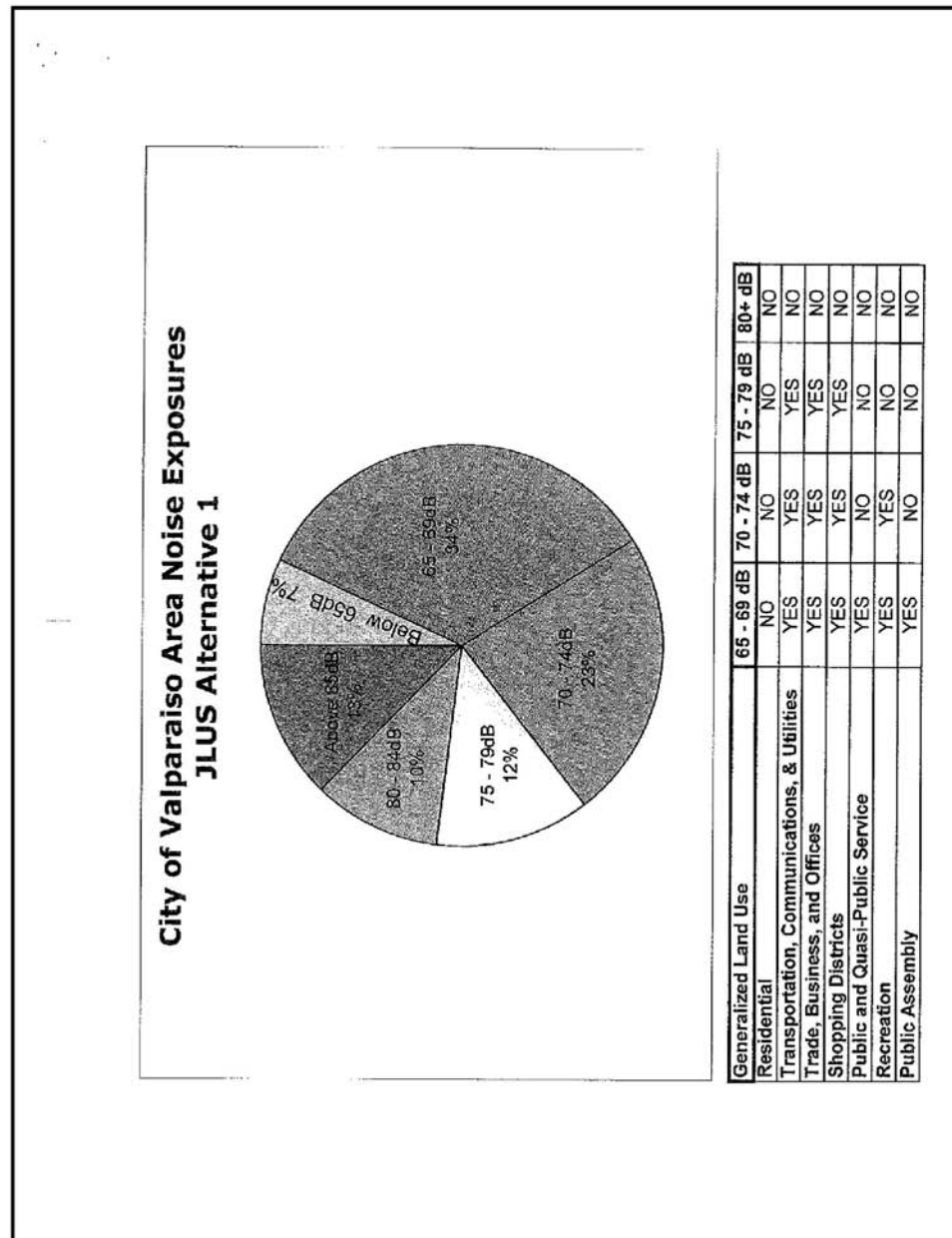
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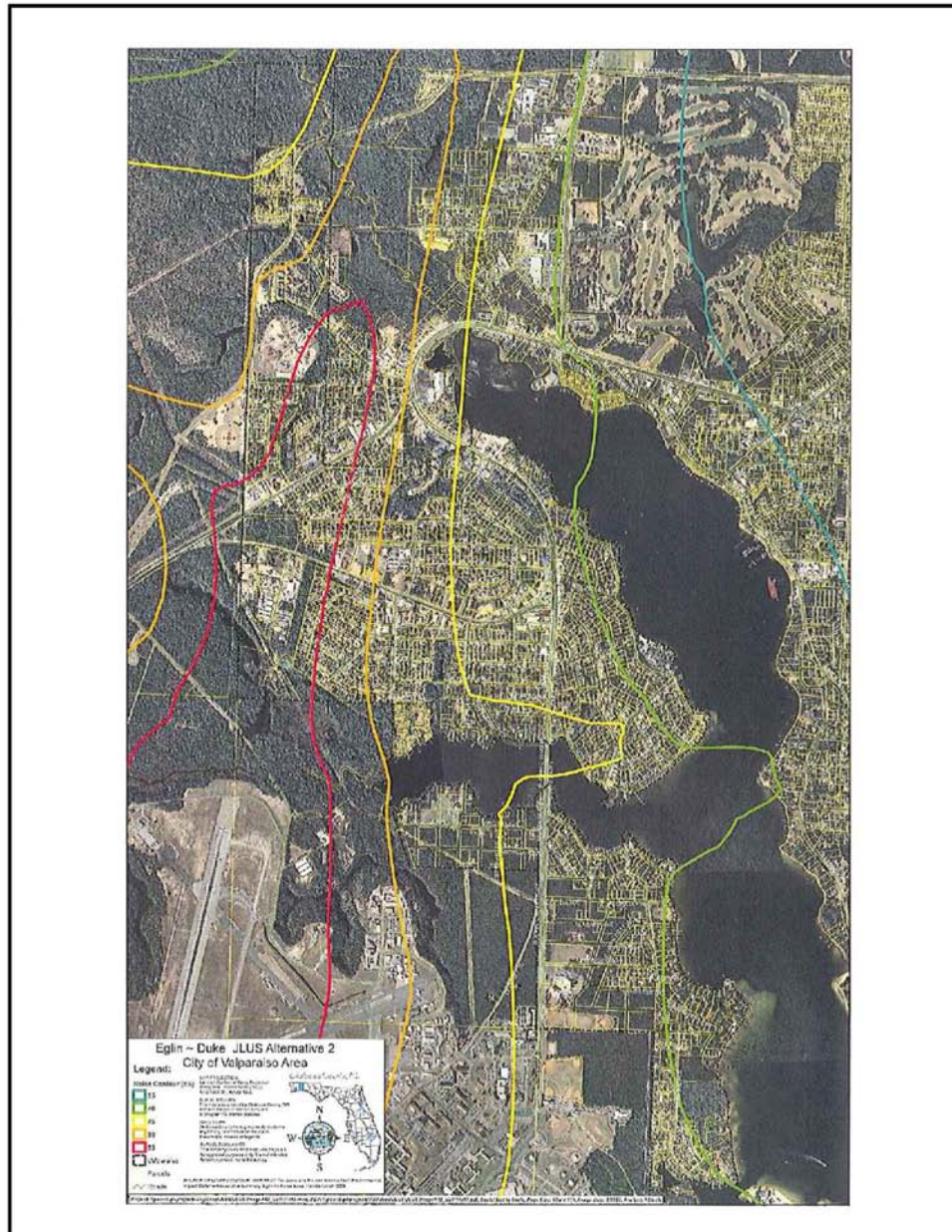
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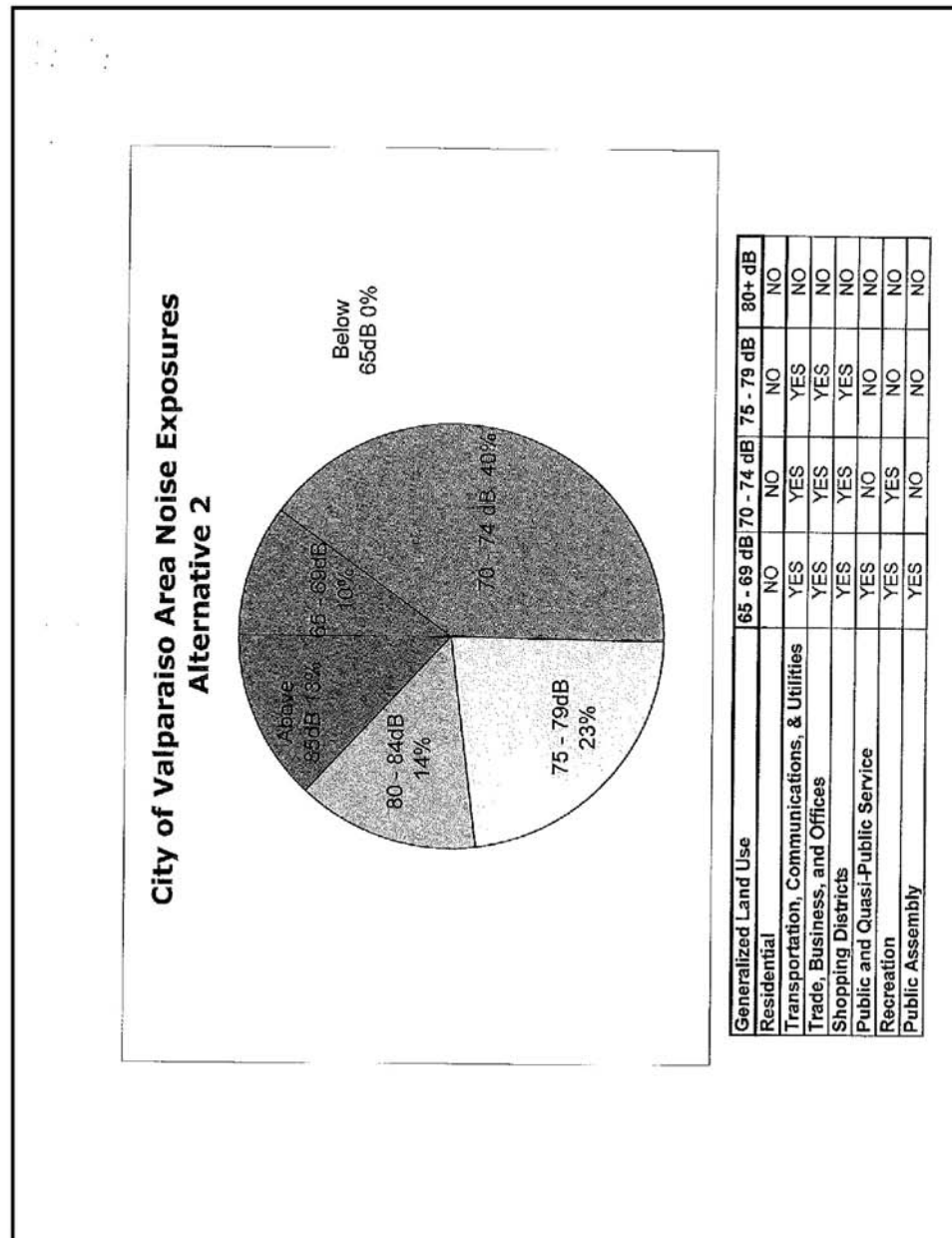
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Eglin History

For 70 years spanning many major conflicts, contingencies, and deployments, Eglin has played a prominent role in air power history. In 1931, personnel of the Army Air Corps Tactical School (Maxwell Field, Ala.) while looking for a bombing and gunnery range, saw the potential of the sparsely populated forested areas surrounding Valparaiso and the vast expanse of the adjacent Gulf of Mexico.

Local businessman and airplane buff James E. Plew saw the potential of a military payroll to boost the local area's depression-stricken economy. He leased the City of Valparaiso, the 137 acres on which an airport was established in 1933, and in 1934, Plew offered the U.S. government a donation of 1,460 contiguous acres for the bombing and gunnery base. This leasehold became the headquarters for the Valparaiso Bombing and Gunnery Base activated on June 14, 1935, under the command of Captain Arnold H. Rich. On August 4, 1937, the base was redesignated Eglin Field in honor of Lieutenant Colonel Frederick I. Eglin, U.S. Air Corps, killed on January 1, 1937, in an aircraft accident.

With the outbreak of war in Europe in 1939 and President Roosevelt's call for an expansion of the Army Air Corps, Gen Henry H. "Hap" Arnold ordered the establishment of a proving ground for aircraft armament. Eglin was selected for the testing mission, and on June 27, 1940, the U.S. Forestry Service ceded to the War Department the Choctawhatchee National Forest, consisting of some 384,000 acres. In 1941, the Air Corps Proving Ground was activated, and Eglin became the



Air Proving Ground Command and the Air Force Armament Center to form the Air Proving Ground Center. The Center built the highly instrumented Eglin Gulf Test Range and, for the next few years, served as a major missile test center for weapons such as the BOMARC, Matador, GAM-72 "Quail," and GAM-77 "Hound Dog."

As the Southeast Asia conflict increased emphasis on conventional weapons, the responsibilities at Eglin grew. On August 1, 1968, the Air Proving Ground Center was redesignated the Armament Development and Test Center to centralize responsibility for research, development, test and evaluation, and initial acquisition of non-nuclear munitions for the Air Force. On October 1, 1979, the Center was given division status. The Armament Division, redesignated Munitions Systems Division on March 15 1989, placed into production the precision-guided

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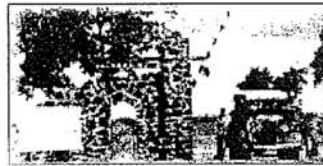
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site for Army Air Forces fighter pilot gunnery training, as well as a major aircraft-testing center (equipment, and tactics). In March 1942, the base served as one of the sites for Lieutenant Colonel Jimmy Doolittle to prepare his 8-25 crews for their raid against Tokyo. In addition to testing all new aircraft and their serial modifications, the Proving Ground Command, established at Eglin in April 1942, found the isolation and immensity of the ranges especially well suited for special tasks. For example, in 1944, personnel developed the tactics and techniques to destroy German missile installations being built to support V-1 buzz-bomb attacks on England. Two testing sites, JB-2 and CROSSBOW, were included on the National Register of Historic Places.



By the end of the war, Eglin had made a recognizable contribution to the effectiveness of the American air operations in Europe and the Pacific and continued to maintain a role in the research, development, and testing of air armament. Eglin also became a pioneer in missile development when, in early 1946, the First Experimental Guided Missiles Group was activated to develop the techniques for missile launching and handling; establish training programs; and monitor the development of a drone or pilotless aircraft capability to support the Atomic Energy Commission tests, Operation CROSSROADS, at Eniwetok. On January 13, 1947, the Guided Missiles Group received nationwide publicity by conducting a successful drone flight

munitions for the laser, television, and infrared-guided bombs; two anti-armor weapon systems; and an improved hard target weapon used in Operation DESERT STORM during the Persian Gulf War. The division was also responsible for developing the Advanced Medium Range Air-to-Air Missile, an Air Force-led joint project with the U.S. Navy.

In addition to its development and testing mission, Eglin also served as the training site for the Son Tay Raiders in 1970, the group that made the daring attempt to rescue American POWs from a North Vietnamese prison camp. In 1975, the installation served as one of four main U.S. Vietnamese Refugee Processing Centers, where base personnel housed and processed more than 10,000 Southeast Asian refugees at the Auxiliary Field Two "Tent City." Eglin again became an Air Force refugee resettlement center processing over 10,000 Cubans who fled to the U.S. between April and May of 1980.

On July 11, 1990, the Munitions Systems Division was redesignated the Air Force Development Test Center. During the 1990s, the center supported test and evaluation for the development of non-nuclear Air Force armament including next generation precision-guided weapons; operational training for armament systems; and test and evaluation of command, control, communications, computers, and intelligence (C4I) aerospace navigation and guidance systems.

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from Eglin to Washington, D.C., in a simulated bombing mission.

Both as a reaction to the Soviet atomic explosion in 1949 and in recognition that research and development had lagged in the years of lower priority to operational concerns, the Air Force, in early 1950, established the Air Research and Development Command (later Air Force Systems Command). The following year, the Air Research and Development Command established the Air Force Armament Center at Eglin, which, for the first time, brought development and testing together. After the start of the Korean War in 1950, test teams moved to the combat theater for testing in actual combat. Among other accomplishments, this included improved air-to-air tactics and techniques for close air support. On December 1, 1957, the Air Force combined the (top of section)



As part of the Air Force's strategic plan to guide the service into the 21st Century, on October 1, 1998, the Air Force Development Test Center became the Air Force Materiel Command's center for air armament. As one of AFMC's product centers, AFDTC was renamed the Air Armament Center. The center is responsible for development, acquisition, testing, deployment, and sustainment of all air-delivered weapons. The AAC applies advanced technology, engineering, and programming efficiencies across the entire product life cycle to provide superior combat capability. The center plans, directs, and conducts test and evaluation of U.S. and allied air armament, navigation/guidance systems, and command and control systems.

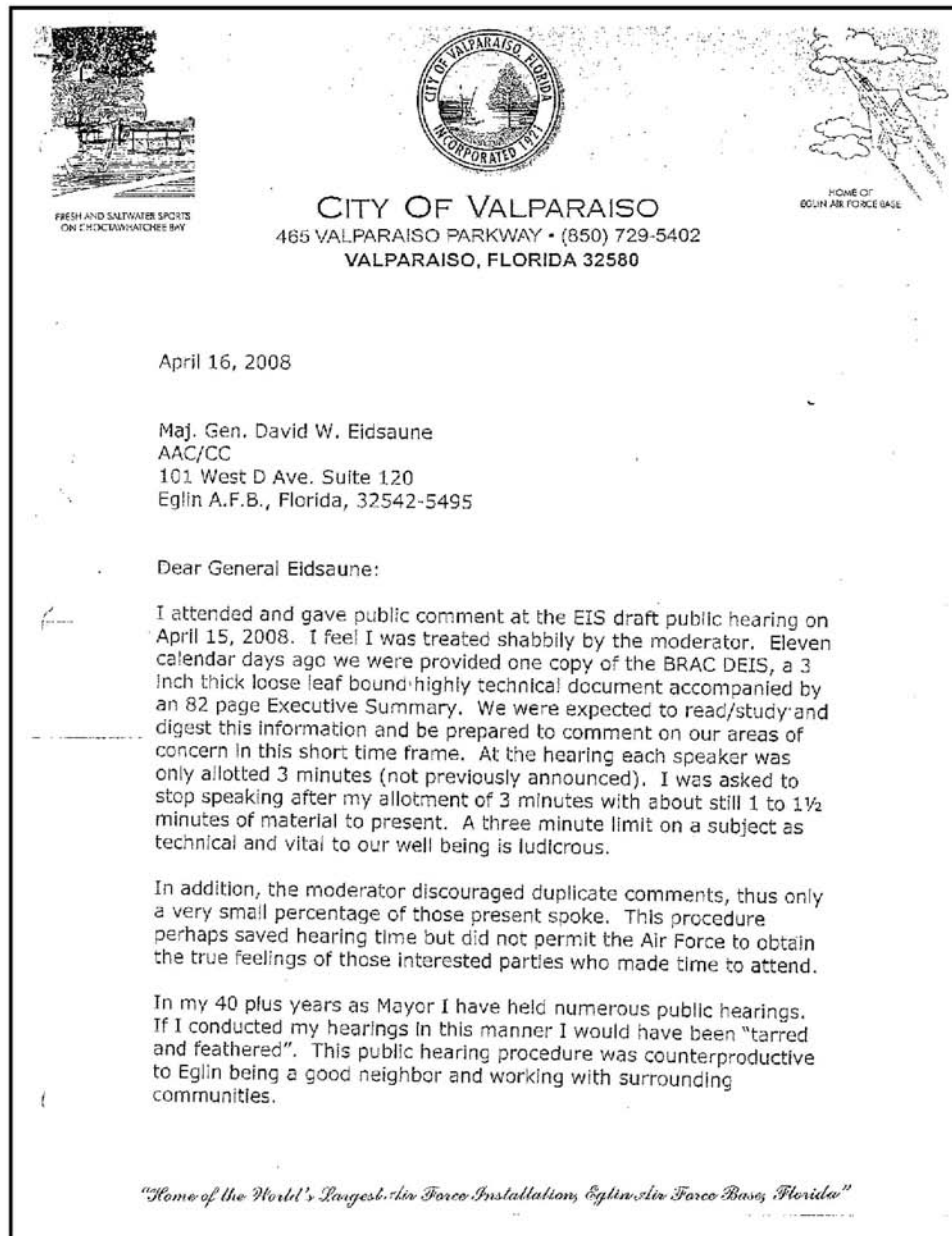
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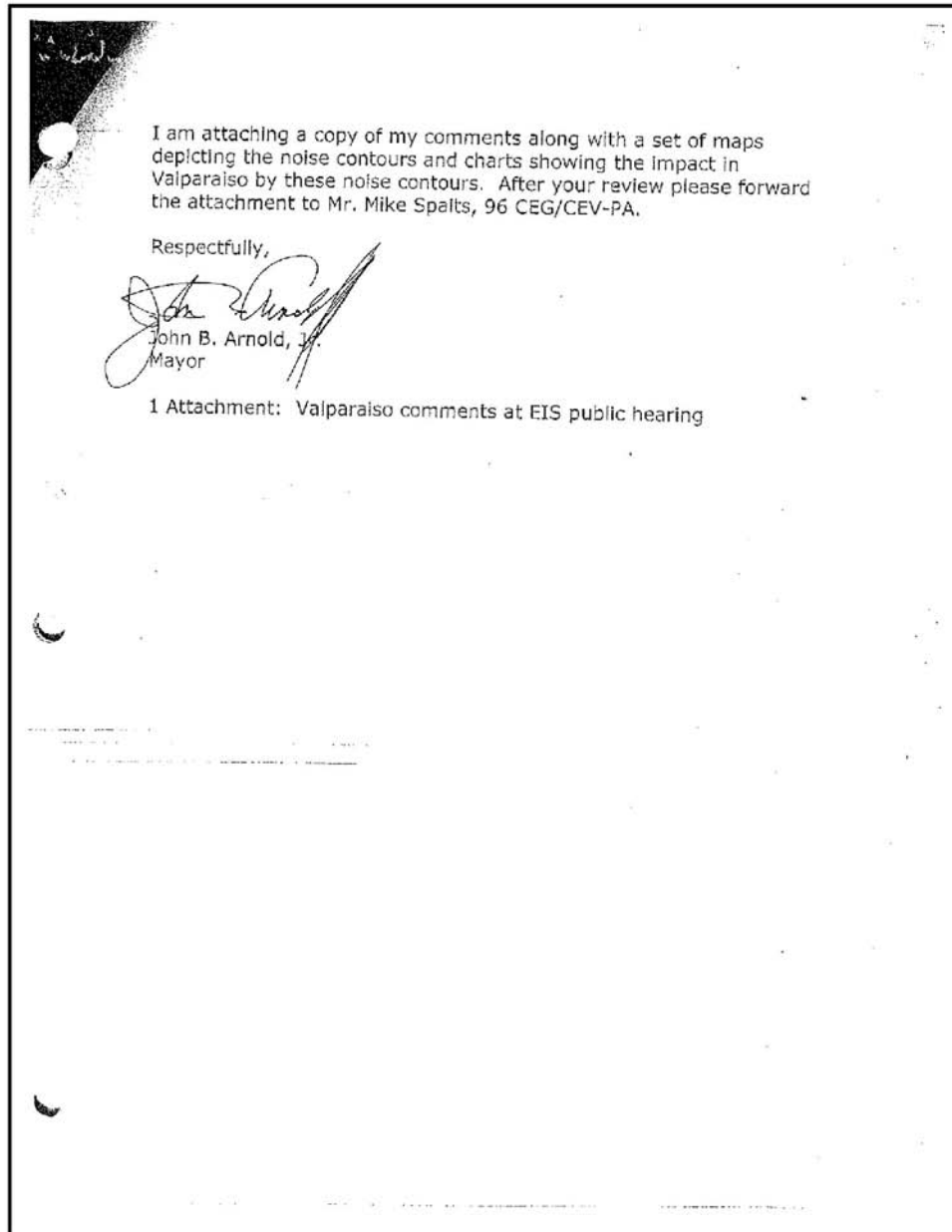


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*Written Comments Received During Public Scoping Process*COMMENTS MADE AT THE APRIL 15TH PUBLIC HEARINGBY: MAYOR JOHN B. ARNOLD, JR.

THANK YOU FOR PERMITTING ME TO COMMENT ON THE BRAC DRAFT EIS. WE FEEL THAT ALL OF THE 13 AFFECTED RESOURCES ELEMENTS DEPICTED IN THE STUDY CAN BE FAIRLY AND EASILY MITIGATED WITH STANDARD CONSTRUCTION EFFORTS AND EXISTING TECHNOLOGY EXCEPT ONE. THAT ONE IS THE EXCESSIVE HIGH NOISE LEVELS PROJECTED OVER VALPARAISO AS A RESULT OF THE JOINT STRIKE FIGHTER FORCE TRAINING AT EGLIN. TWO TRAINING OPTIONS ARE PROPOSED ALTERNATIVE 1 HAS 51% OF F-35 FLIGHTS ORIGINATING AT EGLIN. WITH THAT ALTERNATIVE ALL OF VALPARAISO WILL EXPERIENCE NOISE ABOVE 65 DB. IT BREAKS DOWN AS FOLLOWS 40% OF CITY WILL BE ABOVE 70DB, 25% ABOVE 75DB, 10% ABOVE 80DB, 13% ABOVE 85DB AND ONLY 10% ABOVE 65DB. THE FIGURES WERE EXTRAPOLATED FROM CHARTS THE AIR FORCE PROVIDED THE JLUS COMMITTEE. (MAPS AND PIE CHARTS DEPICTING THIS OPTION AND OPTION 2 WERE DISTRIBUTED)

WITH OPTION 2, ONLY 35% OF F-35S TAKE OFF AT EGLIN, THE NOISE LEVEL NUMBERS ARE NOT QUITE AS SEVERE BUT STILL

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UNACCEPTABLE 34% OF CITY WILL EXPERIENCE NOISE IN EXCESS OF 65DB, 40% OVER 70DB, 23% OVER 75DB, 14% OVER 80DB, AND 13% OVER 85DB. ONLY 7% OF THE CITY AREA WILL EXPERIENCE NOISE LEVELS FROM 60 TO 65DB.

USEPA AND THE AIR FORCE HAVE BOTH STATED THAT LEVELS ABOVE 65DB ARE NOT SUITED FOR RESIDENTIAL PURPOSES. WITH THE ABOVE NUMBERS QUOTED RESIDENTIAL LIVING WITH EITHER ALTERNATIVE OPTION WOULD BE INTOLERABLE, BUSINESS WOULD EXPERIENCE TRANSACTION DIFFICULTIES AND THE TWO PUBLIC SCHOOLS COULD NOT FUNCTION IN THE NOISE. VALPARAISO WOULD BE DEVISTATED; WE WOULD BECOME A GHOST TOWN. MOST OF THE HOMES WOULD GO ON THE MARKET AS NO ONE WOULD CHOOSE TO LIVE IN THIS VERY HIGH AND UNACCEPTABLE NOISE ENVIRONMENT. IN VALPARAISO WE HAVE 1800 HOMES, 120 BUSINESSES, 10 CHURCHES AND 2 PUBLIC SCHOOLS. VALPARAISO HAS OVER 6,500 RESIDENTS, AND WE FEEL IT IS UNCONSCIONABLE FOR EGLIN AFB AND DOD TO WIPE OUT AN ENTIRE CITY.

IN EARLY DECEMBER, 2007 THE CITY SUBMITTED 54 PAGES OF WRITTEN QUESTIONS AND CONCERNS FOR THE PRELIMINARY EIS AT THE REQUEST OF EGLIN AFB. AFTER REVIEWING THE DRAFT EIS DOCUMENT PROVIDED 11 DAYS AGO IT IS APPARENT THAT MANY OF THOSE QUESTIONS WERE NOT ADDRESSED

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PROPERLY. WE WILL AGAIN UPDATE OUR CONCERNS IN WRITING AND WILL SUBMIT THEM TO YOU BY THE MAY 11TH DEADLINE.

SINCE LEARNING ABOUT THE BRAC DECISION TO LOCATE THE JSF AT EGLIN AFB, THE CITY OF VALPARAISO HAS REPEATEDLY ASKED FOR NOISE CONTOURS AND BED DOWN INFORMATION ONLY TO BE TURNED DOWN. WE ARE PROUD TO BE THE HOME OF EGLIN AFB AND WILL BE JUST AS PROUD TO HAVE THE MONIKER "FIGHTER TOWN USA" WITH THE F-35 HERE. WE UNDERSTAND THE ECONOMIC BENEFIT TO OUR REGION THAT THIS NEW MISSION WILL GENERATE AND WE FULLY SUPPORT THE ECONOMIC PROSPERITY. HOWEVER, UNLESS F-35 NOISE IS SIGNIFICANTLY MITIGATED THIS GROWTH WILL COME AT THE EXPENSE OF THE CITY OF VALPARAISO.

THE CITY HAS IN THE PAST OFFERED SUGGESTIONS TO MINIMIZE THE NOISE IMPACT ON VALPARAISO AND THEY HAVE FELL ON DEAF EARS. WE WANT TO CONTINUE TO BE GOOD NEIGHBORS AND COOPERATE WITH EGLIN TO MAKE THIS NEW MISSION A SUCCESS; BUT WITHOUT DESTROYING OUR CITY. IT IS OUR DESIRE TO SIT DOWN FACE TO FACE WITH THE DECISION MAKERS IN THE DEPARTMENT OF DEFENSE TO FIND ACCEPTABLE SOLUTIONS TO SIGNIFICANTLY REDUCE AIRCRAFT NOISE OVER VALPARAISO.

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EXHIBIT 4

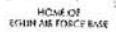


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Written Comments Received During Public Scoping Process



CITY OF VALPARAISO
465 VALPARAISO PARKWAY • (850) 729-5402
VALPARAISO, FLORIDA 32580

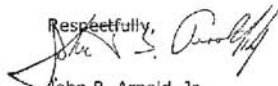
DATE: October 29, 2008

FROM: Mayor John B. Arnold, Jr.
465 Valparaiso Parkway
Valparaiso, FL 32580

TO: Mr. Michael Spaits
96CEG/CEVPA
Eglin Air Force Base, FL 32542-5000

**SUBJECT: CITY OF VALPARAISO COMMENTS ON FINAL ENVIRONMENTAL
IMPACT STATEMENT, OCTOBER 2008, EGLIN BRAC PROGRAM**

After reviewing the Final Environmental Impact Statement for the Eglin BRAC Program 2005 of October 2008, I find very little to no consideration was given to the City of Valparaiso's comments to the draft report of March 2008. Thus I am forwarding another copy of our May 2008 response to the draft. The draft's severe negative impacts to our city are still valid today as it appears no attempts to mitigate noise levels or safety concerns for our city were included in the final document.

Respectfully,

John B. Arnold, Jr.
Mayor

Attachment: Letter Dated May 9, 2008

Cc: Representative Jeff Miller - Minus attachments





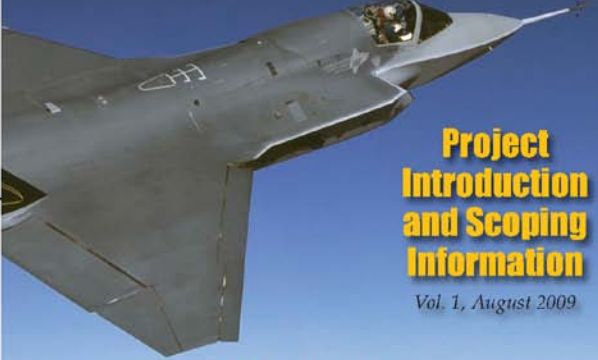
"Home of the World's Largest Air Force Installation, Eglin Air Force Base, Florida"

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Eglin AFB Base Realignment and Closure
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EGLIN BRAC SEIS NEWSLETTERS

<p>Science Applications International Corporation Attn: Eglin BRAC SEIS 1140 Eglin Parkway Shalimar, FL 32579</p>		 <h2>Eglin BRAC Program</h2>  <h3>Supplemental Environmental Impact Statement Newsletter</h3>	
<p>Eglin BRAC SEIS Information Card (To receive future project information)</p>  		 <h2>Project Introduction and Scoping Information</h2> <p>Vol. 1, August 2009</p>	
<p>NAME: <i>(Please print all)</i> _____</p> <p>EMAIL: _____</p> <p>OFFICE/ORGANIZATION (IF APPLICABLE): _____</p> <p>ADDRESS: <i>(Street/PO Box)</i> _____</p> <p>CITY/State/Zip: _____</p>		<p>In order to be good stewards to the environment, we will be emailing future issues of this monthly project update newsletter. The newsletter will also be available on the Eglin Air Force Base website at www.eglin.af.mil/brac.seis</p> <p><input type="checkbox"/> Check if you would like to continue to receive information on this project and receive the newsletter electronically (be sure to provide email address above).</p> <p><input type="checkbox"/> Check if you are unable to receive information electronically and require a paper copy be mailed to you.</p> <p><input type="checkbox"/> Check if you would like to be taken off the mailing and distribution lists for this project and no longer wish to receive updated information and correspondence.</p>	
		<p>The SEIS has five primary purposes:</p> <p>Purpose 1: To complete the establishment of all necessary support facilities to conduct pilot and maintainer training by analyzing the establishment of reasonable alternative sites outside the Eglin Main Base addressed in the 2008 Eglin BRAC Final EIS, but still on the Eglin AFB reservation.</p> <p>Purpose 2: To analyze the alternatives addressing proposed distribution of F-35 flight operations, on and off the cantonment area, while maintaining efficient pilot training, de-conflict flying operations with other military and civilian operations, alleviate (to the extent practicable) noise on sensitive receptors, and other pertinent issues.</p> <p>Purpose 3: To examine impacts and mitigations associated with bedding down up to two additional Air Force squadrons (an additional 48 Air Force F-35 aircraft).</p> <p>Purpose 4: To examine impacts and potential mitigation associated with construction and flight operation activities.</p> <p>Purpose 5: To examine additional mitigations for flying the allowed 99 F-35 aircraft.</p>	


Project Introduction:

The Air Force's Record of Decision (ROD) for the Joint Strike Fighter (JSF) Initial Joint Training Site Final Environmental Impact Statement (FEIS) was signed on February 5, 2009. The ROD implemented only a portion of the 2008 Eglin BRAC EIS's Alternative 1, which includes the beddown of 59 F-35s, associated cantonment construction and limited flight training operations, until a Supplemental Environmental Impact Statement (SEIS) has been completed and the Air Force has decided how best to proceed. The initial basing of the JSF and beddown of 59 F-35s with associated limited training operations will meet the minimum training capability that the Base Realignment and Closure Commission (BRAC) of 2005 requires by September 15, 2011.

The U.S. Air Force is preparing a SEIS to analyze the operational alternatives and mitigations for the full operational capability of the 59 F-35s authorized to be delivered to Eglin Air Force Base under the initial ROD as well as analyze the proposed beddown and operational alternatives for the additional 48 Air Force F-35s not authorized for delivery under the initial ROD. The range of alternatives for the SEIS will not be limited by BRAC's goals and objectives and may consider alternatives that adjust or displace existing missions and/or construct additional runways within Eglin AFB property.

The Eglin BRAC SEIS is in the scoping stage. Scoping is the process used to determine the appropriate contents of an SEIS. Scoping begins before any analysis of impacts is done, and it continues until the SEIS is finished. Public participation is an integral part of scoping.

The purpose of soliciting public input is to identify as many relevant issues, alternatives and improvements as possible so they can be incorporated into the SEIS.



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graph TD
    A[Notice of Intent Published in Federal Register: August 7, 2009] --> B[Public Scoping Meetings: August 24-27, 2009]
    B --> C[Preparation of Draft SEIS: Fall 2009 through Spring 2010]
    C --> D[Notice of Availability of Draft SEIS: Spring 2010]
    D --> E[45-Day Public Comment Period & Hearings: Spring 2010]
    E --> F[Preparation of Final SEIS: Fall 2010]
    F --> G[Notice of Availability of Final SEIS: Fall 2010]
    G --> H[30-Day Waiting Period: Fall 2010]
    H --> I[Record of Decision: Fall 2010]
  
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What is Scoping:

The scoping process is the best time to identify issues, determine points of contact, establish project schedules, and provide recommendations to the agency. The overall goal is to define the scope of issues to be addressed in depth in the analyses that will be included in the SEIS. All four scoping meetings will have the following agenda:

5:30 to 6:00 p.m.	Open house
6:00 to 6:45 p.m.	Air Force presentation
6:45 to 7:30 p.m.	Public comments

Dates & Times

Monday, August 24, 2009
5:30 to 7:30 p.m.

Tuesday, August 25, 2009
5:30 to 7:30 p.m.

Wednesday, August 26, 2009
5:30 to 7:30 p.m.

Thursday, August 27, 2009
5:30 to 7:30 p.m.

Meeting Locations

Crestview Community Center
1446 Commerce Center, Crestview, FL 32539

Days Inn and Suites Conference Center
8700 Navarre Parkway, Navarre, FL 32566

Northwest Florida State College, Niceville Campus
100 College Blvd. E, Niceville, FL 32578

First Baptist Church of Valparaiso
444 Valparaiso Parkway, Valparaiso, FL 32580

PLACE
STAMP
HERE

Science Applications International Corporation
 ATTN: Eglin BRAC SEIS
 1140 Eglin Parkway
 Shalimar, FL 32579

Eglin BRAC Program

Supplemental Environmental Impact Statement Newsletter

Vol. 2, September 2009

What is the public's role in NEPA?

The National Environmental Policy Act (NEPA) requires federal agencies, such as the Air Force, to identify and consider the potential environmental consequences from proposed actions and alternatives prior to making a decision.

One of the primary goals of NEPA is to provide government agencies the opportunity to learn more about the proposal and ensure the public has a fair and equal opportunity to consider and comment on the proposal. Community-

specific input and comments help shape the environmental analysis and allow decision makers to consider the public input.

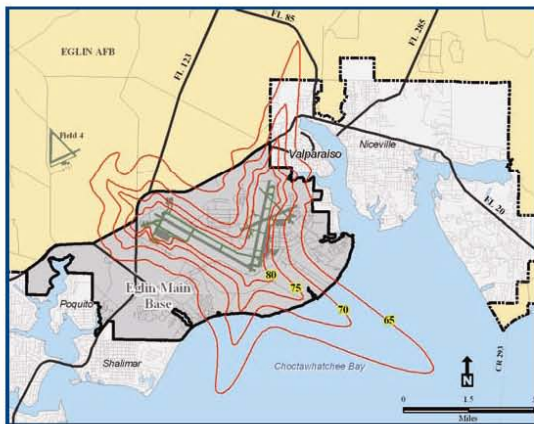
The Air Force is committed to involving the public. The next newsletter will provide a recap from the scoping meetings held in August 2009.

The formal public comment period for the Eglin BRAC SEIS ended September 17, 2009. Although this date has passed, your comments will be considered throughout the environmental analysis process. If your comments are submitted during the

Why is Eglin preparing a SEIS?

The SEIS is being prepared because the Air Force determined that the purposes of NEPA would be furthered by doing so:

- Where the maximum supportable number of F-35 aircraft may ultimately beddown on the Eglin reservation, how they might be operated, and the degree to which other mitigation measures are possible are all subjects to be addressed in the SEIS
- The SEIS will analyze operational alternatives and mitigations for the 59 aircraft authorized to be delivered, as well as the additional 48 Air Force F-35 aircraft not authorized for delivery, to Eglin under the February 5, 2009 ROD; and it will expressly consider either new parallel runways or an additional runway alternative within the Eglin Reservation as previously suggested by several commenters



2006 AICUZ Noise Contours: This graphic represents the 2006 Eglin Air Force Base Air Installation Compatibility Use Zone (AICUZ) report. The contours represent Day-Night Average Sound Level (DNL).

specified timeframes, they will be considered in the analysis of either the Draft SEIS, or the Final SEIS.

The next formal opportunity for public comment as part of the Eglin BRAC SEIS will be after the release of the Draft SEIS, which is expected in the spring of 2010. This next official comment period will last approximately 45-days.

How will the noise be analyzed in the SEIS?

Noise will be presented as an individual resource area in the SEIS; however, because noise affects many

resources it will also be presented in other resource areas such as land use, cultural resources, biological resources, and environmental justice. When a noise analysis is conducted as part of the environmental impact analysis process, the analyst determine how the change in noise levels affects noise receptors such as humans, animals, and/or structures in the vicinity of the airfield and beneath military airspace.

continued on page 2

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What is the focus of the Air Force noise analysis?

Air Force noise analyses evaluate both the cumulative and individual effects of noise on specific resources. DNL is the most common metric used to evaluate noise effects on humans. DNL use was recommended by the Environmental Protection Agency in 1974. DNL was adopted by the Federal Interagency Committee on Urban Noise (FICUN) in 1980 as the most appropriate metric for predicting cumulative human effects. DNL is used by several federal agencies (Department of Defense, Federal Aviation Administration, Department of Transportation, etc.) for predicting human annoyance and other potential noise effects to humans.

DNL is the energy average of all noise events that occur during a 24-hour period—it is not the sound level heard at any given time. DNL weighs night noise (11 p.m. to 7 a.m.) with a penalty value. DNL allows the analyst to take into account the entire exposed population rather than a few individuals.

The percentage of the population annoyed is based on community surveys of noise annoyance; most commonly referred to as the Schultz Curve (Schultz 1978 and 1994). The curve was updated in 1994 (Finegold et al.) showing only minor changes from the original curve.

Why and when does the Air Force evaluate noise?

The Air Force evaluates aircraft noise to determine how their flight operations affect land uses, humans, animals, and structures. The results help Air Force leaders inform the public of potential noise impacts and assist in the decisionmaking process for proposed operational changes.

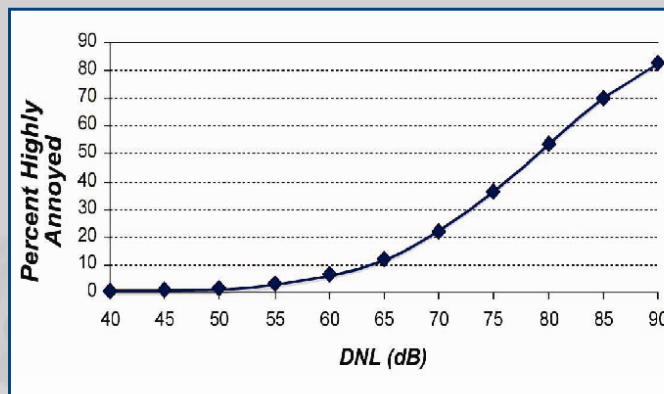
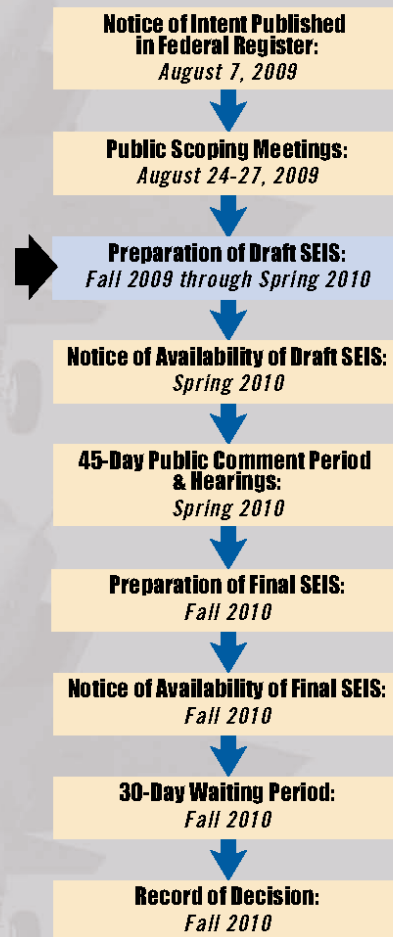
What does an assessment of military aircraft noise include?

The following parameters are used as input to computerize noise models that produce results in various noise metrics:

- Characterizing the existing noise environment
- Identifying the types of aircraft flying in the area
- How often they fly
- Altitude and airspeed

Please direct any written comments or requests for information to:

Eglin Public Affairs, ATTN: Mike Spaits
101 West D Ave, Suite 110
Eglin AFB, Florida 32542-5498
E-mail: mike.spaits@eglin.af.mil
Phone: 850-882-3931, Fax: 850-882-4894



This graphic represents the percentage of population annoyed verses Day-Night Average Sound Level (DNL).



Supplemental Environmental Impact Statement Newsletter

Vol. 3, November 2009

What is the difference between the various noise analyses provided to the community ... the AICUZ, JLUS and SEIS?

The Air Force has received several public comments regarding the difference and relationship between the Air Installation Compatible Use Zone (AICUZ) Study, the Joint Land Use Study (JLUS), and the Eglin BRAC Supplemental Environmental Impact Statement (SEIS). This newsletter provides a brief overview of each of these documents and how they are related.

Air Installation Compatible Use Zone (AICUZ) Study

The purpose of the AICUZ Study is to promote compatible land development

in areas subject to aircraft noise and accident potential. Air Force AICUZ guidelines reflect land use recommendations for the Clear Zones, Accident Potential Zones I and II, and four noise zones exposed to noise levels at or above 65 decibels Day-Night Average A-Weighted Sound Level. These guidelines were established on the basis of studies prepared and sponsored by several federal agencies. The 2006 AICUZ Study prepared by Eglin AFB aids in the land use planning process around the base. A copy of

this study can be found at: www.eglin.af.mil/brac.asp

F-35 operational information was not available at the time the 2006 AICUZ Study was prepared. The next AICUZ Study will be prepared after the JSF has been fully operational at Eglin AFB for one year.

Joint Land Use Study (JLUS)

The JLUS encourages cooperative land use planning between military installations and adjacent communities to ensure that future community growth

and development are compatible with the training and operational missions of the installation. The JLUS is a study conducted by the community and is led by a local agency (Okaloosa County) and not by the Air Force.

While the AICUZ Study determines land use development guidelines based solely on aircraft noise and accident potential, the JLUS has a more inclusive scope that also considers:

- development near the Eglin AFB boundary
- impulse intensity and frequency
- controlled firing areas
- cruise missile corridors
- outdoor lighting
- radio frequency interference
- helicopter training routes
- low level approach areas
- terminal instrument procedures

The JLUS identifies the existing environment in the study area, any current conflicts between land uses and base operations, and potential future impacts. Additionally, it presents strategies to minimize current problems, encourage

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SCOPING UPDATE

The public scoping meetings for the Eglin BRAC Supplemental Environmental Impact Statement (SEIS) were held from August 24 through 27, 2009. In total, 213 members of the public, elected officials and stake holders attended the scoping meetings and took part in the public participation process for this project.

The meetings were held in the following locations:

Crestview, FL	14 attendees
Navarre, FL	32 attendees
Niceville, FL	48 attendees
Valparaiso, FL	119 attendees

Throughout the public scoping comment period, which ran from August 6 through September 17, 2009, the Air Force welcomed public comments and questions. These comments will be considered when developing the

Draft SEIS. Although the comment period has passed, comments may be submitted throughout the development of the SEIS. The next formal commenting period will be after the release of the Draft SEIS, which is expected to be in the spring of 2010.

Overall, the Air Force received a total of 69 sets of public comments on the project. There were 12 verbal comments and 57 written comments submitted. The scoping comments received focused on: noise, proposed action and alternatives, airspace, land use, transportation, air quality, health and safety, socioeconomic and environmental justice, utilities, solid waste, hazardous materials and waste, physical resources (to include water and soil), biological resources, cultural resources, and cumulative impacts.

**Science Applications
International Corporation**

Attn: Eglin BRAC SEIS
1140 Eglin Parkway
Shalimar, FL 32579

continued from page 1

compatible future development and prevent incompatible future development.

For initial planning purposes, the 2009 JLUS utilized the maximum noise contours presented in the Eglin BRAC Final EIS for each primary airfield: Alternative 1 for Choctaw Field and Alternative 2 for Eglin Main Base and Duke Field. The JLUS will be supplemented, if necessary, with more precise noise contour lines after the SEIS is finalized.

Eglin BRAC Supplemental Environmental Impact Statement (SEIS)

The SEIS will utilize current aircraft operations and projected F-35 operations to develop future projected noise levels. The SEIS will identify the potential impacts to the surrounding communities, including current and future land uses, and identify any differences from the current 2006 AICUZ Study published Clear Zones, Accident Potential Zones, and noise levels. Once the Final SEIS is

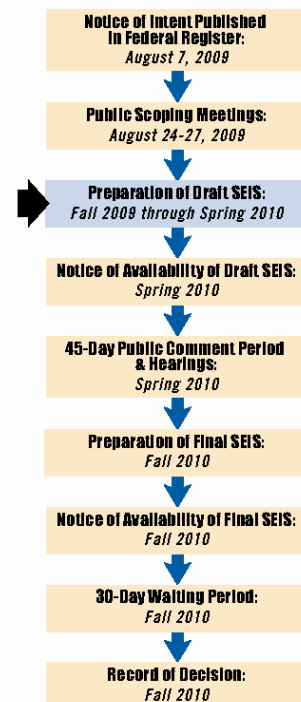
published it will provide the basis for any future studies, including potential updates to the AICUZ Study and/or JLUS.

**What the Air Force
is Doing Now**

The Air Force is continuing to refine alternatives based on scoping comments and subject matter experts' input. Additionally, biological and cultural surveys are being conducted in areas where new construction may occur. Transportation and noise studies are also in progress.

**Please direct any written comments
or requests for information to:**

Eglin Public Affairs, ATTN: Mike Spaits
101 West D Ave, Suite 110
Eglin AFB, Florida 32542-5498
E-mail: mike.spaits@eglin.af.mil
Phone: 850-882-3931, Fax: 850-882-4894



Eglin BRAC Program

Supplemental Environmental Impact Statement Newsletter

Vol. 4, December 2009



Air Force Aircraft Noise Modeling: NOISEMAP and the Day-Night Average A-weighted Sound Level Metric

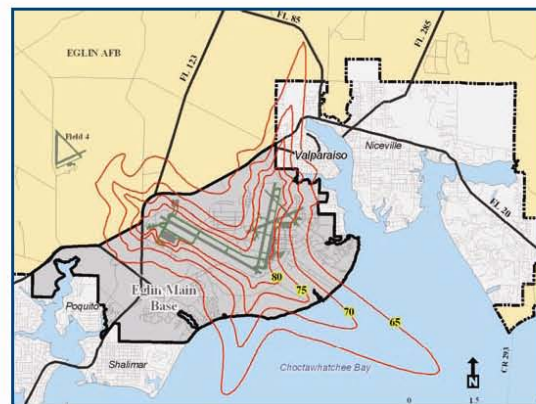
The Department of Defense is responsible for disclosing noise impacts resulting from aircraft activity at its facilities. As such, the DoD has developed methodologies that take into account the complexities of modeling aircraft operations and calculating noise levels that can be used to estimate noise impacts. The standard Air Force noise analysis methodology uses the NOISEMAP computer program and presents noise exposure using the Day-Night Average A-weighted Sound Level (DNL) noise metric.

The NOISEMAP Model

NOISEMAP estimates noise levels on and around DoD airfields taking into account when, where, and how aircraft operate. NOISEMAP calculates noise levels in the community and on the installation by using a data-

base of actual recorded noise levels for specific aircraft, adjusted to account for local conditions. Detailed information about the airfield facility (runways), the type of aircraft that operate, where aircraft fly (flight tracks), and how they fly (engine power settings, airspeeds, altitudes) must be collected through extensive interviews with pilots, maintainers, air traffic control staff, and other installation personnel. To estimate the sound of an aircraft overflight or engine maintenance run-up event at one location on the ground, the model parameters are adjusted based on the aircraft configuration, distance from the "listener," and several other factors.

To create a "map" of the resulting aircraft noise, NOISEMAP measures sound



2006 AICUZ Noise Contours: This graphic represents the 2006 Eglin Air Force Base Air Installation Compatibility Use Zone (AICUZ) report. The contours represent Day-Night Average Sound Level (DNL).

levels at thousands of locations. At each of these grid points, NOISEMAP calculates the noise level of each overflight or engine maintenance run-up profile. The noise levels are "integrated," meaning that a single number is used to represent total noise from the event at that location.

For each of the points in the grid, all of the sound levels associated with each overflight or maintenance run-up event are added to yield the cumulative total sound level at that location. Once the grid of noise level has been created, grid points of equal noise exposure are connected to form noise contours. NOISEMAP can output several measures of sound levels (known as "metrics"), but the most frequently used noise metric is DNL.

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WHAT THE AIR FORCE IS DOING NOW

The Air Force has completed transportation studies as well as biological surveys in areas where new construction may occur. Cultural surveys in those areas are still in progress and noise studies are still ongoing. Some analyses have begun based on completed studies and available information. Additionally, the Air Force is drafting a Biological Assessment for consultation with the U.S. Fish and Wildlife Service.

**Science Applications
International Corporation**

Attn: Eglin BRAC SEIS
1140 Eglin Parkway
Shalimar, FL 32579

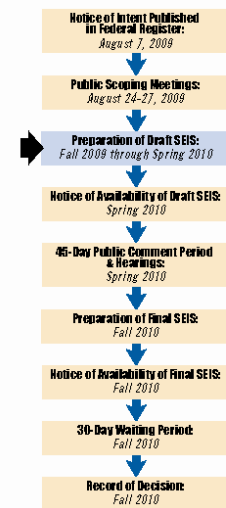
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**The Day-Night Average A-Weighted
Sound Level Metric**

DNL is a time-averaged metric that takes into account all of the sound energy at a particular location over the course of a 24-hour period. DNL does not represent the sound level heard at any particular time, but rather, it represents a cumulative sound exposure over a 24-hour period. Noise tends to be more intrusive at night because ambient sound levels are low and because people tend to be sleeping, watching TV, or engaged in other activities that benefit from a quiet environment. Because of this, the DNL metric applies a 10-dB penalty to events that occur after 10:00 PM and before 7:00 AM (acoustic night). This weighting treats one acoustic night noise event as equivalent to 10 day acoustic events of the same magnitude. The sound levels are presented as "A-weighted," meaning that they have been adjusted to account

for the human ear's differing ability to hear different sound frequencies.

DNL is the community sound level metric recommended by the U.S. Environmental Protection Agency and has been adopted by most federal agencies, including the DoD, the Federal Aviation Administration, Housing and Urban Development, and Veteran's Affairs. DNL is the metric used in NEPA analyses, such as Environmental Impact Statements. DNL is also used by DoD and the Air Force as part of their Air Installation Compatible Use Zones (AICUZ) Program to make land use recommendations. Land use recommendations are made for areas exposed to 65-69, 70-74, 75-79, and greater than 80 dB DNL, becoming progressively more restrictive as noise levels increase. AICUZ land use recommendations reflect the consensus of several federal agencies.



**Please direct any written comments
or requests for information to:**

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101 West D Ave, Suite 110
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Eglin BRAC Program



Supplemental Environmental Impact Statement Newsletter

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Meet the F-35 Lightning II

No fighter in the history of military aviation comes close to the Lockheed Martin F-35 Lightning II joint strike fighter; a truly transformational weapon system that provides quantum leaps in survivability and lethality.



The F-35 Lightning II:

- Provides the United States and allied governments with an affordable, stealthy 5th generation fighter for the 21st century
- Brings stealth capability that is integrated throughout the aircraft with embedded antennas, aligned edges and special coatings and materials
- Meets multiple service requirements with a single-engine supersonic multi-role fighter
- Conducts air-to-air and air-to-ground combat missions simultaneously

The single-engine F-35 Lightning II will be manufactured in three variants:

- Conventional takeoff and landing (CTOL) for the U.S. Air Force
- Carrier variant (CV) for the U.S. Navy
- Short takeoff/vertical landing (STOVL) for the U.S. Marine Corps

The F-35 Joint Strike Fighter will be:

- Four times more effective than legacy fighters in air-to-air engagements
- Eight times more effective than legacy fighters in missions against fixed and mobile targets
- Three times more effective than legacy fighters in non-traditional Intelligence Surveillance Reconnaissance (ISR) and Suppression of Enemy Air Defenses and Destruction of Enemy Air Defenses (SEAD/DEAD) missions

(Source: Lockheed-Martin)

Integral to the aircraft's low-observable equation is the large internal-weapons bay. When stealth is not required, the F-35 also can

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THE F-35 JOINT STRIKE FIGHTER KEY COMPONENTS

Affordable	All variants of the F-35 will be procured within their target cost range. Operation and support costs will be dramatically reduced.
Lethal	Air-to-ground precision strikes in all weather... air-to-air combat engagements—every F-35 variant will be highly effective in both arenas.
Survivable	Stealthy, high-performance, supersonic strike fighters—The F-35 successfully integrates the technologies that will make every mission more survivable.
Supportable	Reliability and maintainability—The F-35 will be setting new standards for both, enabling lower support costs and easier upgrades than legacy aircraft.

The Air Force's F-35A version of the craft is a conventional takeoff and landing airplane to replace the F-16 Falcon and A-10 Thunderbolt II. It will partner with the F-22 Raptor. The Marine Corps, Royal Navy and Royal Air Force need and require a short takeoff and vertical landing aircraft, dubbed the F-35B. The Marines require new aircraft to replace their AV-8B Harriers and F/A-18 Hornets. The Navy's F-35C version of the plane is a carrier-based strike fighter to complement the F/A-18E/F Super Hornet. It will replace earlier versions of the F/A-18 as well as the A-6 Intruder, which has already left the inventory.

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carry wingtip air-to-air missiles and up to 15,000 pounds of external ordnance mounted on underwing pylons. A pneumatically powered ordnance-release system replaces the traditional cartridge-powered equipment. This new design greatly reduces maintenance requirements. The internal 25 mm cannon will enable pilots to engage targets from higher altitudes and longer range.

An internally mounted electro-optical targeting system is installed in the nose of the F-35, enhancing both air-to-ground and air-to-air capabilities. The

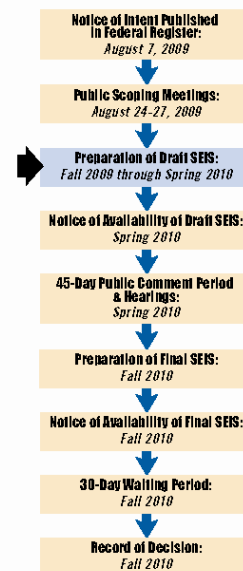
**WHAT THE AIR FORCE
IS DOING NOW**

The Air Force noise modeling and associated analyses are ongoing. The Air Force is also continuing to develop the Biological Assessment for consultation with the U.S. Fish and Wildlife Service and preparing for cultural resources consultation with the State Historic Preservation Office.

electro-optical targeting system will provide long-range, high-resolution targeting-infrared imagery; laser-target designation; and battle-damage-assessment capability. This system will provide pinpoint weapons-delivery accuracy for close air support and deep-strike missions.

The F-35 team is crafting an exceptionally lethal, survivable, and supportable next-generation strike aircraft. Compared with the aircraft it will replace, the F-35 will provide significant improvements in range, payload, lethality, survivability, and mission effectiveness. Uniting stealth with advanced mission systems and high maneuverability, the F-35 will bring revolutionary twenty-first-century capabilities to the battle space.

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